# THE EVENING TELEGRAPH.

VOL. XV.—NO. 35. PHILADELPHIA, FRIDAY, FEBRUARY 10, 1871. DOUBLE SHEET—THREE CENTS.


## FIRST EDITION

## ENGLAND AND AMERICA.

## The Claims Commission

## Its Ten Members.

## Who and What They Are

## The San Domingo Commission

## The Fears for Its Safety.

## The Overdue Tennessee

## The Commission and Officers.

## Theories, Rumors, Hopes and Fears

**Etc., Etc., Etc., Etc., Etc.**

### THE CLAIMS COMMISSION.

**A Prospect for the Adjustment of Our Difficulties with Great Britain—The Commission of Ten for their Settlement—The Members of the Commission and their Careers.**

After protracted agitation and repeated failures of attempts at settlement, there is at last a prospect that the vexatious Alabama claims, and all other points at issue between the Governments of the United States and Great Britain will be speedily settled. The President, yesterday, in accordance with the result of recent negotiations, appointed five commissioners on the part of our Government to meet those of the English Government for the discussion and settlement of the Alabama claims and the fishery question, and all other matters in dispute between the two governments. The following are the names of the joint commissions:—

| *United States.* | *Great Britain.* |
|---|---|
| Hon. Hamilton Fish, Secretary of State. | Earl de Grey and Ripon. |
| Gen. Robert C. Schenck, American Minister to Great Britain. | Professor Montague Bernard. |
| Hon. Samuel Nelson, Associate Justice of the Supreme Court. | Sir Edward Thornton, British Minister to the United States. |
| Hon. Ebenezer R. Hoar, ex-Attorney-General. | Sir John A. Macdonald, Canadian Attorney-General. |
| Hon. George H. Williams. | Sir John Rose. |

Below we give brief sketches of the members of the joint commission.

### THE AMERICAN COMMISSIONERS.

**Hon. Hamilton Fish.**

The Secretary of State, Hon. Hamilton Fish, of New York, is the President of the Commission on the part of the United States, by virtue of his official position as Foreign Minister. Mr. Fish is descended, on the maternal side, from Peter Stuyvesant, the last Dutch Governor of New York, and was born in New York city in 1809. He graduated at Columbia College, New York, studied law, and was admitted to the bar in 1830. Entering upon political life, he served in the Legislature of the State of New York; was for two years in the National House of Representatives; was Governor of the State of New York from 1848 to 1850; and after that served a full six-year term in the Senate of the United States, from 1851 to 1857. Before the organization of the Republican party he belonged to the Whig party, but since that time he has been a consistent though rather conservative Republican. On March 11, 1869, he was appointed Secretary of State, to fill the vacancy caused by the resignation of Mr. Washburne.

**General Robert C. Schenck,**

who occupies the second position on the American branch of the commission, has recently been appointed and confirmed as Minister to Great Britain, his departure being delayed by the prospective negotiations to take place at Washington. At the time of his appointment to the Court of St. James, we published a lengthy sketch of his military and political career.

**Hon. Ebenezer R. Hoar.**

Hon. Ebenezer Rockwood Hoar, one of the American Commissioners, was born at Concord, Mass., in 1816, graduated from Harvard College in 1835, and was admitted to the bar in 1840. He became an active politician and held several offices. He was a strong anti-slavery man. He was the starter of the Free Soil party, he having written the circular which called the State Convention together.

In his efforts in behalf of this party he was untiring. Through his exertions, in a great measure, the party which began with only 36,000 votes, in the course of three years broke down Daniel Webster and the Whig party, elected Charles Sumner to the United States Senate, and made Secretary Boutwell the Governor of the State of Massachusetts.

In April, 1859, he was appointed a Judge of the Supreme Court of Massachusetts, which position he continued to hold until his appointment to a seat in the National Cabinet.

His name was in the first draft of President Grant's Cabinet, but after holding his position of Attorney-General for some time, he became very unpopular, especially in the Senate, and his resignation was tendered and accepted June 15, 1870.* In December, 1869, his name was sent to the Senate by the President as Associate Justice of the Supreme Court of the United States, but his nomination was rejected by a majority of nine votes, after a bitter and protracted contest.

**Hon. Samuel Nelson,**

another of the American commissioners, was born in New York, in 1792, and after a successful career at the bar and on the bench, was, in 1845, appointed an Associate Justice of the Supreme Court of the United States by President Tyler, his judicial service now amounting to over forty-five years. He is one of the ablest jurors on the Supreme bench, but is rather conservative in his views, and gained considerable unpopularity in the North by joining in the famous Dred Scott decision in 1857.

**Hon. George H. Williams,**

the fifth commissioner on the part of the United States, was born in Columbia county, New York, March 23, 1823; received an academical education in Onondaga county, studied law, and on being admitted to the bar in 1844, immediately emigrated to Iowa; in 1847 he was elected Judge of the First Judicial District of that State; was a Presidential elector in 1852; from President Pierce he received, in 1853, the appointment of Chief Justice of the Territory of Oregon, and was reappointed by President Buchanan in 1857, but resigned; was a member of the Constitutional Convention which preceded the formation of a State Government; and in 1864 he was elected a Senator in Congress from Oregon, for the term commencing in 1865 and ending in 1871, serving on the Committees on the Judiciary, on Claims, on Private Land Claims, on Finance, and the Special Committee on the Rebellious States. He was also a member of the National Committee to accompany the remains of President Lincoln to Illinois. Senator Williams has been a firm and consistent Republican during his service in the Senate, and has ranked as one of the ablest men in that body. The recent election of a Democratic Legislature in Oregon prevented his re-election, since which time he has frequently been named in connection with a Cabinet position.

### THE BRITISH COMMISSIONERS.

**Earl de Grey and Ripon.**

The President of the English branch of the commission, George Frederick Samuel Robinson, Earl de Grey and Ripon, was born in London in 1827, and succeeded his father as second Earl Ripon and his uncle as second Earl de Grey in 1859. He served as a member of the House of Commons for Huddersfield, and subsequently for the West Riding of Yorkshire, from 1853 to 1859, when he entered the House of Lords. He was Under Secretary of War in June, 1859; Under Secretary of State for India from January to August, 1861; Secretary of War from 1853 to 1866, and was appointed Lord President of the Council in December, 1868. He is a liberal in politics.

**Sir Edward Thornton,**

the British Minister to the United States, who sits on the commission by virtue of his diplomatic position, is about sixty-two years of age, and is the son of the late Sir Edward Thornton. His diplomatic career began about 1843, when he became an attache of the British Legation at Turin, then the capital of the Kingdom of Sardinia. In 1845 he was appointed a paid attache at Mexico, and in 1851 Secretary of Legation to Mexico. From April, 1852, till October, 1853, he was Secretary to the late Sir Charles Hotham's special mission to the River Platte. In May, 1854, he received the appointment of Charge d'Affaires and Consul-General to the Republic of New Grenada, but did not proceed to Bogota; and in September of the same year he was transferred to the Oriental Republic of Uruguay. He filled that post for five years, at the end of which period he was appointed Minister Plenipotentiary to the Argentine Republic. On the 27th of July, 1865, he was sent on a special mission to the Emperor of Brazil, and on the 10th of August following was appointed Envoy Extraordinary and Minister Plenipotentiary to the Emperor of Brazil, from which post he was recalled to succeed the late Sir Frederick Bruce as Minister to the United States. He arrived in England, on his way to this country, in December, 1867, and on January 27, 1868, arrived at New York, to assume his diplomatic duties in this country. In February, 1868, he was made a companion of the Honorable Order of the Bath. He also bears a Portuguese title of nobility, that of Count of Cassilhas, to which he succeeded on the death of his father, upon whom it was conferred by King John II of Portugal, for three lives, his own being one, and the others to be accomplished in his descendants in a direct line; but the license granted by George IV, permitting Sir Edward to accept the title, forbids him or his heirs assuming or using it in the British dominions. Mr. Thornton's official residence in the United States has given general satisfaction both here and in England, and he has recently signalized it by at last bringing the Alabama claims to a successful issue.

**Sir John A. Macdonald.**

Sir John A. Macdonald, G. C. B., D. C. L., another of the British commissioners, is a prominent Canadian politician. He was born in the year 1815, and receiving his education at the Royal Grammar School in Kingston, Canada, studied law and was admitted to the bar in 1835. In November, 1844, he was elected a member of the Upper Canadian Parliament for the city of Kingston, which constituency he continued to represent through all the different changes in the form of government. In May, 1847, he was appointed a member of the Executive Council and Receiver-General, and in December following, Commissioner of Crown Lands. This Cabinet resigned in March, 1850, and the Reformers, under the leadership of Lafontaine, Hincks, and Baldwin, who succeeded them, held the office until September, 1854. The reservation of lands for the Protestant clergy and other vital questions caused the defeat of the reform ministry at this date, and Macdonald joined the new coalition Cabinet as Attorney-General. This position he held until May, 1862, a portion of the time being Prime Minister.

In January, 1862, he was appointed Minister of Militia, but the Cabinet was defeated in its Militia bill and forced to resign. In May, 1864, however, Macdonald again entered the Cabinet as Attorney-General, under the leadership of Sir E. P. Tache, at whose death, in July, 1865, he became also Minister of Militia again. But Tache's Cabinet failed to command a majority in Parliament, and another coalition was formed, the leaders of both parties, including Macdonald, uniting to mature and consummate the project of uniting the Canadian and maritime provinces under one general government. He was appointed in 1866 one of the delegates to arrange with the British Home Government the terms of union, and on their arrival in London was chosen to preside over their deliberations. Macdonald entered the Cabinet of the New Dominion July 1, 1867, as Minister of Justice and Attorney-General, which position he still holds.

**Sir John Rose.**

The fourth British commissioner, Sir John Rose, the well-known Canadian politician, is a Scotchman by birth. He was educated at King's College, Aberdeen, but at an early period emigrated to Canada, with whose politics he has ever since been connected. In 1843, when twenty-one years of age, he was called to the Canadian bar. He made his mark, and in 1848 was appointed Queen's counsel. In 1857 he was appointed Solicitor-General of the Province of Lower Canada. From August, 1858, to June, 1861, he was a member of the Executive Council, and from January, 1859, to June, 1861, he was Commissioner of Public Works. In 1864 he acted as Commissioner of the Home Government of Great Britain to settle with the United States the claims arising from the Oregon treaty. In 1867 he represented the Protestant interests of Canada at the Colonial Conference in London. In that year he was appointed Minister of Finance and sworn in as member of the Privy Council of the Dominion.

**Professor Montagu Bernard,**

the fifth member of the commission on the part of Great Britain, is Professor of International Law in the University of Oxford, and a gentleman of high attainments.

**Lord Tenterden,**

the secretary of the commission, is but little known in politics. He succeeded his uncle as third lord a short time ago. Previous to that he was employed as a clerk in the Foreign Office.

### THE TENNESSEE.

**Grave Apprehensions Entertained as to her Safety—This is the Vessel's First Sea Voyage—The Mystery as to why she has not been Spoken—The Theory Entertained in Regard to the Matter.**

The Washington *Patriot* of yesterday says: Members of Congress and visitors to the Capitol were painfully excited yesterday over a report that the United States steamer Tennessee, which conveyed the commissioners from New York for San Domingo, had foundered at sea, and that all on board were lost. It was stated that a despatch to that effect had been received in New York, and was bulletined at the *Tribune* office. The report gave no particulars, but simply stated that the vessel had foundered. Senators and Representatives gathered in knots in their respective chambers and discussed the probabilities of the truthfulness of the rumor, and, while the report seemed to come direct, no one was willing to believe the horrible story. A despatch was sent to the *Tribune* by Mr. White, their correspondent here, and an answer soon returned that there was no truth in the report.

So far as can be ascertained, the report seems to have originated in this wise. It seems the following despatch was sent hence to the New York *Tribune* on Tuesday night:—

"The Tennessee sailed three weeks ago with the San Domingo Commission on board, and some surprise is beginning to be felt at not hearing from her. She was not expected to be more than nine or ten days on the outward voyage, and a day longer would have carried a despatch to Havana, the nearest cable station. Admiral Porter to-day expressed surprise at not receiving intelligence, though he does not appear anxious. It is hoped, however, that some news will be received in a day or two."

A gentleman in New York, who has a son on board the Tennessee, became excited and anxious, and telegraphed here to know further particulars in such a manner as to excite alarm, and this was the occasion for the report.

The report spread from the Capitol up town, and the Navy Department was, as a matter of course, immediately thought of as the proper place to which to direct inquiries, and thither a messenger was sent from the White House the moment the story was heard by the President. Secretary Robeson had received no information of any accident, and discredits the whole story.

Every naval officer at the department also discredits the report; but at the same time it cannot be denied that there is some cause for anxiety.

The steamer left New York on the 16th of January, and it was expected that she would have arrived in seven or eight days at Samana, where a steamer had been ordered to start at once for Cuba with a telegraphic despatch for Washington. It was believed that this telegraphic announcement of the arrival of the commission would have reached here about the 25th of January, yet it is now twenty-two days since they left New York, and nothing has been heard of them. The Tennessee started without having made a trial trip, except from Washington to New York, after her new engines had been put in, and naval men think that some parts of her machinery have given away.

Other officers say that the delay in not hearing from her is because of the long route she took, far eastward of the Bermudas, out of the line of vessels coming up the coast. These officers do not seem to doubt but that she has already reached her destination at the eastern end of the island of San Domingo, but there are neither telegraphic nor mail facilities at hand to bring back the quick intelligence.

The Chief Clerk of the Navy Department did not leave his office for several hours after the regular closing time yesterday, in order that he might receive any news of the Tennessee which should be forwarded to the Department, but there was nothing received from any quarter whatever.

**Something Wrong.**

*From the Washington Chronicle, Feb. 9.*

Notwithstanding the general disposition to discredit the report, those who are familiar with the distances between the West India Islands and the means of communication existing there, say that we should have had intelligence of the arrival of the Tennessee on Tuesday last. Their calculation is that it would require about one week for the Tennessee to reach her destination; and as she left port on the 16th of January last, she was due at San Domingo on or about the 23d ultimo. That two steamers leave San Domingo every month for Port au Prince, and that the last steamer should have left there on Tuesday, the 2d instant, and arrived at Port au Prince about the 5th instant. From there communication can be had with Havana in two days. Therefore, if the news of the arrival of the Tennessee was sent by the last steamer, it could have been telegraphed from Havana on Tuesday, the 7th instant.

The following despatch was received last night:—

"HAVANA, Feb. 8.—The United States steamer Severn, with Admiral Lee on board, arrived to-day at noon. All well. She will sail for Key West."

In his communication to the Senate on Tuesday with reference to San Domingo, the President says Admiral Lee wrote to the Secretary of the Navy from San Domingo, January 11, 1871:—"I would like to wait here for the commission, but think it best to be near the Captain-General of Cuba." Now, as Havana is but two or three days' sail from San Domingo, it would seem that Admiral Lee waited in the Bay of Samana until a few days since for the arrival of the commissioners, and that they had not arrived at the time of his departure for Havana. The Tennessee must therefore be delayed somewhere between New York and the Bay of Samana.

**The Departure from Port.**

The Tennessee, having on board the San Domingo Commission, set sail from this port Tuesday, January 17. The final preparations of the official party were over early in the day, and at 10 o'clock they were congregated in the private parlor of Senator Wade at the Astor House, ready for departure. Leaving shortly after, they embarked on board the revenue cutters at the foot of Whitehall street, and in the company of numerous friends steamed away for the Tennessee, which was anchored in the stream close under the shores of Staten Island. During the short passage down the bay, and after the party was transferred to the deck of the steamer, until the anchor was finally weighed for starting, all was high spirits and merriment. A trial trip of the day before had shown that the vessel could make about nine knots an hour, so it was judged she would be about seven days in making the run from New York to the island. As the tug came alongside and Mr. Wade stepped on the deck of the frigate, a salute of fifteen guns was fired in honor of the ex-Senator. He was followed by the entire party, and while the baggage was being got aboard conversation flowed among all parties without cessation. No dread seemed to be entertained among the voyagers, although at that season they were likely to find the trip rather a boisterous one. After a while there was the shaking of hands and the leave taking. "God speed" was wished the travellers and then the parties separated; who were to go remained aboard the Tennessee, the others boarded the cutters again and returned to the city. At about 2 15 anchor was weighed and the frigate put to sea, as her commander was anxious to get out with the high tide which would reach its full at the half hour. While running down the bay a meeting was held among the commissioners, during which it was decided to land at St. Domingo City, touching at Samana Bay only on the course.—*N. Y. World to-day.*

**Description of the Frigate.**

The Tennessee is a wooden steam frigate of 3000 tons burden, built at the Brooklyn Navy Yard in 1864. Her armament consists of twenty-one guns, and her engines are of the Ericsson pattern, capable of being worked up to 800-horse power. She was originally built for one of the fast cruisers, to look, Alabama-wise, for English or foreign commerce in case of war. She was designed expressly for speed, and was filled with machinery, boilers, and coal-bunkers, leaving little room for the accommodation of officers and crew. No use being found for her in this condition, she was greatly altered. Four boilers were taken out, the coal-bunkers on the berth deck were removed, and a light spar deck was added to her, making her a double-banked frigate. She is a good sea boat, tolerably fast under steam, and a clipper under sail. Her battery is very heavy, consisting of sixteen nine-inch guns, in broadside, on the gun deck; two eleven-inch guns, pivoted, on the spar deck; two nine-inch guns, and two one hundred-pounder rifles, in broadside, on the spar deck; one sixty-pounder rifle on the forecastle, and two twenty-pounder Dahlgren rifle howitzers on the poop—twenty-five guns in all.

**Her Passengers.**

The party on board is a very large one, and embraces many distinguished and prominent gentlemen. The commission consists of ex-Senator Benjamin F. Wade, Hon. Andrew D. White, President of Cornell University, and Hon. Samuel G. Howe, of Boston. The Secretary of the commission is Allen A. Burton. The scientific men attached thereto are Prof. W. P. Blake, mineralogist; Prof. Parry, of the Agricultural Department, as botanist; Prof. Newcomb, of Cornell University, general naturalist; Prof. Ward, of the University of Dorchester, geologist; Hon. George Geddes, President of the New York Agricultural Society, formerly State Engineer, in the agricultural interests; and an assistant mineralogist from Yale and an assistant botanist and mineralogist from Harvard College. General Sigel goes out in a private capacity, and Professor C. F. Cram, of Cornell University, goes in the capacity of private secretary to President White. In addition to these there are a large number of journalists on board.

**Her Officers.**

The ship's officers are the following:—
Captain—William G. Temple.
Lieutenant-Commander and Executive Officer—George W. Haywood
Lieutenant-Commander and Navigator—Charles S. Cotton.
Lieutenant-Commanders—George F. Wilde and G. D. E. Gliddon.
Lieutenant—S. Wallace Graham.
First Lieutenant of Marines—Francis D. Webster.
Masters—Frank W. Neal and Abbott S. Ross.
Ensigns—Dennis H. Mahan, John H. Coffin, H. T. Monohan, J. W. Graiden, and Richard Mitchell.
Chief Engineer—David H. Macomb,
First Assistant Engineers—Edward A. Magee, Charles J. McConnell.
Second Assistant Engineer—Edward G. Allen.
Paymaster—Thomas Caswell.
Surgeon—James McMaster.
Passed Assistant Surgeon—William S. Fort.
Assistant Surgeon—M. R. Ruth.
Sailmaker—Francis Boon.
Gunner—Thomas P. Venable.
Carpenter—W. D. Tov.
Boatswain—Charles H. Miller.

### FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE,
Friday, Feb. 10, 1871.

There is only a moderate demand for money to-day, and with a full supply of available funds some difficulty is felt in disposing of balances at rates which are considered favorable to lenders. Call loans are quiet and easy at 5@6 per cent. on acceptable collaterals. Prime business paper is increasing very slowly, and all offerings are freely taken at 6½@7½ per cent. These terms are considered satisfactory by borrowers, as a rule.

Gold was stronger, selling at 111⅝ at the opening and at 111⅞ at the close.

Government bonds are in demand and show a further advance of ¼@⅜.

There was a large business at the Stock Board at a general improvement. City 6s, old and new, sold at 101¼, and ante-war issues at 102.

There was a lively movement in canal shares, with sales of Lehigh at 34½; Schuylkill at 8¼; and Morris preferred at 74.

The balance of the list attracted but little attention, the only sales being Commonwealth Bank at 54 and Central Transportation at 49½.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street

FIRST BOARD.

| | | | |
|---|---|---|---|
| $10000 Am Gold | 111¾ | 100 sh Penna R. | c. 60⅝ |
| $2000 City 6s, Old | 101¼ | 17 do | 60¾ |
| $4800 City 6s, New | 101¼ | 3 do | 61 |
| $10000 Pa & N Y C 7s | 92½ | 48 do | 60⅝ |
| $500 Leh Gold L | 88¾ | 22 do | 60¾ |
| 25 sh Com'h Pk | 54 | 50 do | b60. 60⅝ |
| 2 sh Lit Sch RR | 43¾ | 20 sh Reading R. | 49⅞ |
| 3 sh Leh V R | 60¼ | 800 do | 49·44 |
| 600 sh Cata Prf | 38½ | 1000 sh Sch Nv | 8¼ |
| 41 sh Cam & Am | 116½ | 254 sh Leh Nav St. | 34½ |

BETWEEN BOARDS.

| | | | |
|---|---|---|---|
| $100 C & A m 6s, 89 | 96 | 100 sh Reading R | 49·44 |
| $500 Leh 6s, '84 | 84 | 500 do | 49·44 |
| 3 sh Leh Val R | 60¼ | | |

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 113⅜@113½; do. 1862, 111¼@113½; do. 1864, 110⅝@110⅞; do. 1865, 110⅛@110¾; do. 1865, new, 109½@109⅝; do. 1867, do. 109½@109⅝; do. 1868, do. 110@110¼; 10-40s, 110¼@11⅜. U. S. 30 Year 6 per cent. Currency, 111⅝@111¾; Gold, 111¼@112; Silver, 106⅛@108; Union Pacific Railroad 1st Mort. Bonds, 790@800; Central Pacific Railroad, 925@935; Union Pacific Land Grant Bonds, 695@710.

NARR & LADNER, BROKERS, report this morning gold quotations as follows:—

| | | | |
|---|---|---|---|
| 10·00 A. M. | 111¾ | 11·18 A. M. | 111⅞ |
| 10·20 " | 111⅞ | 11·29 " | 111⅞ |
| 10·25 " | 111¾ | 11·35 " | 111⅞ |

### Philadelphia Trade Report.

FRIDAY, Feb. 10.—The Flour market is less active, but holders are very firm in their views. The demand is mostly from the home consumers, whose purchases foot up 900 barrels, including superfine at $5@5·50; extras at $5·75@6·25; Northwestern extra family at $6·75@7·75; Pennsylvania do. do. at $6·25@6·75; Indiana and Ohio do. do. at $7·25@8, and St. Louis do. do. at $8@9·50 as in quality. Rye Flour sells at $6 bbl. In Corn Meal no sales were reported.

The market is poorly supplied with prime Wheat, and this is the only description for which there is any inquiry; sales of Indiana red at $1 60@1·65, Pennsylvania red at $1 45@1·48, Ohio red at $1·56@1·58, and amber at $1 62@1·65. Rye may be quoted at $1 for Pennsylvania and Western. Corn attracts but little attention; sales of yellow at 78@80c., and Western mixed at 77c. Oats are unchanged; 150 barrels Pennsylvania and Western sold at 60c. 1000 bushels four-rowed Western Barley changed hands yesterday afternoon at $1·05.

Seeds—Cloverseed is scarce and firm; we quote at 11¼@11½c. ₱ pound, and from second hands at 12@12½c. Timothy may be quoted at $4·25, and Flaxseed at $2·10.

Whisky is unchanged; 70 barrels Western ironbound sold at 94c.

**New York Produce Market.**

NEW YORK, Feb. 10. — Cotton quiet and steady; uplands 15½c.; Orleans 15¾c.; sales 1000 bales. Flour firmer; sales 11,000 barrels State at $5·15@7; Ohio at $6·85@7·60; Western at $6·15@7·75; Southern at $6·95@8·75. Wheat a shade firmer but quiet; new Spring, $1·54@1·55; Winter red and amber Western, $1·58@1·60. Corn dull; sales 36,000 bushels new mixed Western at 84@85c. Oats firm; sales 28,000 bushels Ohio at 64@67c. Beef quiet and steady. Pork dull; new mess, $22·87; old mess, $22; prime, $19 50@20. Lard quiet. Whisky very firm at 94c.

## SECOND EDITION

## NO NEWS OF THE TENNESSEE.

## Howe's Sewing Machine Works Burned

## Other Destructive Fires.

## Affairs on the Pacific.

## To-day's Cable News.

## The French in Switzerland.

## The New Assembly Elections.

## Delivery of Arms at Paris.

### *FROM EUROPE.*

**The Gambetta Ticket Carried.**

LONDON, Feb. 9.—In the elections at Brest and Havre the Gambetta ticket has been carried by a heavy majority.

**Delivery of the Captured Arms at Paris.**

LONDON, Feb. 10.—A despatch from Versailles says the delivery of the cannon and small arms of the Army of Paris to the Germans commenced on the 7th and continued throughout the 8th inst.

**The French in Switzerland.**

BERNE, Feb. 9.—The Swiss Government has ordered the sale of horses belonging to the French cavalry interned in Switzerland. Sixty-two railway wagons laden with

**Provisions for the French Prisoners**

have arrived in Switzerland from France.

BERLIN, Feb. 9.

**The Prussian Diet**

will probably close its sessions on the 18th inst.

**Illness of King Charles.**

STOCKHOLM, Feb. 9.—King Charles XV is quite ill. His malady is not of a dangerous nature, but his recovery will be slow.

**Liverpool Cotton Market.**

LIVERPOOL, Feb. 9—4·30 P. M.—Sales of cotton shipped in February or March from Charleston or Savannah at 7⅜d. for middling uplands, and do. from New Orleans at 7¾d. for middling Orleans.

### *FROM THE STATE.*

**Fire in Bucks County, and Sad Loss of Life—Two Children Burned to Death.**

*Special Despatch to The Evening Telegraph.*

DOYLESTOWN, Feb. 10.—A fire, attended with loss of life, occurred in Northampton township about half-past 12 o'clock this morning, and is the theme of general conversation here. It seems that shortly after midnight of Thursday a fire was discovered in the tenant house owned by Dr. Cornell, situated near the Bridgeton Pike, Northampton township, Bucks county, and all attempts to check the progress of the flames proved fruitless. The names of the occupants are not known. The wife barely escaped with her life, so rapid was the progress of the flames. She and her two children were in bed at the time. Bewildered and almost frantic, she rushed from the apartment only to encounter the flames, which were crackling and belching forth in almost every part of the house. She ran down the flight of stairs through the flames, not, however, without sustaining serious injuries. Her two children perished in the flames, although every exertion was made to rescue them.

**Escape of "Curley" Harris from a Flying Train.**

PAOLI, Pa., Feb. 10-10·20 A. M.—Curley Harris, the notorious rough who was being brought from Pittsburg to Philadelphia for trial, charged with murderous assault upon Hughy Dougherty, jumped from the Cincinnati express train about one mile west of this place, at 2 o'clock this morning, while the train was at full speed. The train was stopped, and immediate search made, but up to this hour nothing has been seen or heard of him. The prisoner was handcuffed at the time of his frightful leap.

### *FROM NEW ENGLAND.*

**Police Officer Acquitted.**

BOSTON, Feb. 10.—The Coroner's inquest in the case of Joseph Murray, who died in the hospital from a pistol-shot wound inflicted by Officer Hinds, in Newton, resulted in a verdict that the officer fired the shot in self-defense and in the discharge of his duty.

**Fire in Boston.**

A fire in the baggage-room of the Boston and Albany depot this morning destroyed several trunks and damaged the building to the extent of $1500.

### *FROM NEW YORK.*

**Contents of an Express Car Burned.**

NEW YORK, Feb. 10.—At 9 o'clock last night, as the Cincinnati Express train entered the east end of Bergen cut, fire was discovered inside of one of Adams Express cars. The train stopped at the west end of the cut, when half a car load of silks, ribbons, and varieties ablaze were thrown out. Loss, $4000 to $5000. The fire caught from locomotive sparks entering the side door of the express car. The goods were consigned to Philadelphia and Baltimore.

**The New Hamburg Accident.**

POUGHKEEPSIE, Feb. 10.—Edward Bartlett, reported among the killed in the late disaster, near New Hamburg, is alive at Rondout.

**Alleged Murderer Arrested.**

SARATOGA, Feb. 10.—Vandercook, the person who shot John Fellows at Clifton Park on Tuesday, was arrested yesterday. The condition of Fellows is still precarious.

### *FROM WASHINGTON.*

**The "Tennessee"—No News—Another Theory.**

*Despatch to the Associated Press.*

WASHINGTON, Feb. 10.—No intelligence had been received at the Navy Department up to noon to-day concerning the steamer Tennessee. It has been suggested that perhaps the commission, after they reached sea, resolved to commence their examination on the part of the island distant from the capital of San Domingo, intending finally to visit President Baez. This is given as the only reasonable explanation of the delay in hearing from the commission, as the naval authorities here have faith in the strength of the vessel.

### *FROM THE WEST.*

**Suicide of a Girl.**

CINCINNATI, Feb. 9.—A girl, supposed to be named Gertrude Roth, committed suicide to-day by throwing herself into the canal.

**The Bee Convention,**

in session here, held a night session discussing various questions, among them the advantage of salt and the best flowers for honey making in a bad bee country. The advantage of crosses was also discussed.

**Destructive Fire in Indiana.**

INDIANAPOLIS, Feb. 10. — Howe's sewing-machine factory at Peru was entirely destroyed by fire this morning. Loss $100,000, partly insured. The fire, it is supposed, originated in the dry kiln.

### *FROM THE PACIFIC COAST.*

**California and Australian Mails.**

SAN FRANCISCO, Feb. 9.—In consequence of the destruction of the mails at the Hudson River Railroad accident, the steamship Moses Taylor, connecting with the Australian steamship at Honolulu, will be detained until the 16th inst.

**Great Billiards.**

In the billiard match between Dion and Deery to-night, at the end of the twenty-fourth inning Dion had scored 115 and Deery 124, counting 50 given him in the game.

### PENNSYLVANIA LEGISLATURE.

**Senate.**

HARRISBURG, Feb. 10.—Among the bills reported from the committees as committed were the following:—

House bill authorizing the Councils of Philadelphia to establish markets for farmers on any street north of Laurel, east of Howard, and northwestwardly to Thompson street, where the property-owners give their consent.

Mr. Petriken read a bill in place, authorizing the city of Altoona to provide a supply of water and borrow money. Also, one providing that any trustee, guardian, executor, or administrator appointed by a court or by virtue of any last will or testament, may lawfully execute the duties of the trust, whether a resident of the county or not; but the court having jurisdiction of the accounts of such trustee may, in its discretion, appoint or refuse to appoint any person not a resident of the State, requiring, however, a bond for faithful services.

Mr. Duncan, one exempting from taxation all the parsonages in Adams and Franklin counties.

Mr. Connell, a joint resolution to pay the expenses of the sub-committee of the Legislature to whom was referred the report of the Civil Code Commission.

Mr. White, one appropriating $5000 to complete the improvements and remove the obstructions in the navigation of the susquehanna river, above the line of Chelton county.

Mr. Brooke, one repealing the second section of the supplement to the act regulating turnpike companies, and passed April, 1890, so far as it relates to the Ridge Turnpike in Montgomery county.

Mr. White, from the committee of conference, made a report in favor of giving H. C. Demming, clerk in the Price-Lynd case, $300, and moved that the Senate recede from its amendment of $200. The report was not received.

Mr. Connell introduced a bill exempting the parsonage of St. James' Church of Kingsessing from taxation.

Mr. Evans, to change the day for the meeting of the return judges of this Commonwealth from Friday to Thursday after the general election.

On motion of Mr. Turner, the vote of yesterday on the changing of time for holding elections from fall to spring was reconsidered, and having been amended by attaching the following proviso, was passed:—

"Provided, further, that the mode of voting in Luzerne county shall be as provided by an act regulating the mode of voting at all elections in the several counties of this Commonwealth, approved the 30th day of March, 1865, of which the Sheriff of said county shall give notice at general elections."

The title was amended so as to make it read "an act for the further regulation of elections in this Commonwealth."

On motion of Mr. Rutan, the resolution providing for an adjournment until Monday evening was reconsidered, and Tuesday at 11 A. M. was substituted.

**House of Representatives.**

Mr. Hagar introduced an act to require pawnbrokers in Philadelphia to be licensed.

Mr. Walker introduced an act to establish a department of agriculture and mining, and for the collection of statistics.

Mr. Miller, exempting the church parsonage of St. James, Kingsessing, from taxation. Also, extending State road from Lancaster avenue to Fifty-second street.

Senate bill repealing the the act for the salting of tracks on the Germantown road was reported negatively.

House bill, to pay Joseph Singerly, State printer, five dollars per volume for printing the Pennsylvania "Record of the War," was reported affirmatively.

**Baltimore Produce Market.**

BALTIMORE, Feb. 10.—Cotton—middling upland and low middling scarce and command comparatively higher prices than other grades, which are dull and weak. We quote middling uplands at 15c.; low middling at 14½c.; good ordinary at 13½c. Flour more active and feeling improved. Wheat dull for low grades and others scarce and wanted and market rather unsettled. We quote choice white at $1·90@2; fair to prime, $1·60@1·85; prime to choice red, 1·86@2; fair to good, $1·50@1·65; common, $1·3@1·40; Ohio and Indiana, $1·55@1·60; Pennsylvania, $1·55@1·60. Corn—white Southern dull and lower at 85@87c; yellow Southern active at 81c. Oats dull at 60c. Provisions quiet but firm. Whisky—improved feeling at 93½c.

### LATEST SHIPPING INTELLIGENCE.

PORT OF PHILADELPHIA .....FEBRUARY 10

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

8 A. M.....35 | 11 A. M.....41 | 2 P. M.....43

SUN RISES.....6·59 MOON SETS.....11·13
SUN SETS.....5·29 HIGH WATER.....5·14

*(By Cable.)*

LIVERPOOL, Feb. 9.—Arrived, barks Eva, from New Orleans, with 1955 bales cotton; Sea Gem, from Mobile, with 1538 bales; ships Missouri, from New Orleans, with 2434 bales; Tonawanda, from Mobile, with 3960 bales; and Success, from New Orleans, with 3604 bales. Total, 13,481 bales.

*(By Telegraph.)*

NEW YORK, Feb. 10. — Arrived, steamships Algeria, from Liverpool; Thuringia, from Hamburg; and Columbia, from Havana.

**ARRIVED YESTERDAY.**

Steamship Tonawanda, Barrett, 70 hours from Savannah, with cotton, rice, etc., to Philadelphia and Southern Mail Steamship Co. Passengers:—T. Alexander; Mrs. Sarah Tilberg; W. T. Hargies; J. J. Murphy, wife, and children; Charles Vaneman. Encountered heavy adverse winds from N. to N. E., and fog the entire passage. Met large detached fragments of the wreck of the steamship Kensington, that collided with bark Templar, south of Cape Hatteras.

**ARRIVED THIS MORNING.**

Steamer J. S. Shriver, Webb, 13 hours from Baltimore, with mdse. and passengers to A. Groves, Jr.

Schr Little Rock, Dennis, from Norfolk, Va., with old iron to A. P. Roberts.

**MEMORANDA.**

Ship Tonawanda, Turley, from Mobile, arrived at Liverpool yesterday.

**IMPORTATIONS.**

SAVANNAH — Steamship Tonawanda, Barrett—1 box Thomas Bellas; 8 bbls. 5 half do. J. F. Betz; 12 quarter bbls., 3 half do., 36 kegs Bergner & Engel; 10 empty kegs J. & P. Bates; 32 bbls. scrap iron, 8 bbls. steel, 54 car wheels, 77 car-axles Bush's Patent Co.; 4 bbls. fruit J. Costas; 2 cases dry goods J. H. & W. Creighton; 165 bales cotton, 149 do. domestic, 61 do. yarn Hasborn, Herring & Co.; 80 bales cotton W. M. Griener & Co.; 1 box, 1 bdl. Harrison, Bros. & Co., 1 bdl. W. L. James; 1 tierce old iron B. M. Jones; 194 bdls. cane reeds King & Sweat; 17 bales cotton J. H. Livingston Priest; 44 bbls., 188 half do. empty W. Massey & Co.; 1 half bbl. syrup, 1 bbl. ground peas Alonz & Morse; 24 bales yarn D. McDevitt; 9 bales cotton Miller & Bro.; 1 crate mdse. Outerbridge; 16 casks, 2 half do. rice, 41 hhds., 4 bbls., 1 lot iron, 3 bales cotton, 43 do., 49 do., 2 do., 4 do. order; 66 bales cotton Randolph & Jenks; 146 bales cotton H. Sloan & Son; 2 boxes oranges Thompson & Bivens; 74 bales cotton, 18 do. yarn A. Whilden & Son.

## SPIRIT OF THE PRESS.

### Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

### SHALL WE ADMIT CAPITAL INTO VIRGINIA, OR NOT?

*From the Richmond Enquirer.*

We have been clamoring for the advent of labor and capital in this State ever since the war. The Legislature has been invoked, and every village has been placarded with the signs of land agents inviting Northern men to come down here in our delicious climate and invest their money. Half the farms in the State are for sale, and half of our farmers could be relieved of their debts if they could find purchasers for one-half of their lands. We have advertised in vain, and the cry for relief even in the shape of repudiation has gone up from many quarters on the part of a distressed and impoverished people.

Suddenly an immense corporation, with millions in its coffers—the greatest railroad power in the United States—knocks at the door, and offers to pour a portion of its treasure into our lap—and lo and behold! many of the very men who have been loudest in crying out for developing our industrial interests, through the introduction of Northern money and Northern muscle, raise the alarm, and try to turn the key against the great capitalists who stand waiting to be admitted!

What chance is there of introducing capital into Virginia if we are to reject it when it is offered? Oh, but it is said, "these people want to control our property!" Do you then expect Mr. A. T. Stewart or Mr. Aspinwall to *give you their money?* Did you suppose they were going to make us *a present* of their stocks and bonds? Of course they expect some sort of return for their investment, when they make it. If they buy our lands, they have the right to live on them; and if they build a railroad, they will have the right to run it. We cannot expect Northern capital to come here without a measure of Northern influence in our affairs.

There is a very simple alternative. We ought to avow plainly whether we want Northern immigration or not. If our motto is "Non-intercourse," let the Legislature express the sense of the people; and it is our firm conviction we shall not be troubled. The difficulty is to get these people to come. They mistrust us. They fear investments here are not safe.

Do we want to build up Virginia? Do we want to repair her waste places? to make her bloom and blossom like the rose? Or do we want to live on crushed down by poverty—our lands untilled—our towns going to decay—our voice unheard in the Federal counsels?

It is no time for petty quibbling, and more talk about the interests of particular localities. We want strong arms beneath us, and stout backs on which to lay our burdens. If there is any man, or body of men, ready to invest his money in Virginia, let him come. If any man—come he even from Maine—wants to put up a mill in Chesterfield, tell him he is welcome. If any man wants to open a bank in Richmond, tell him we are glad to see him. If any man wants a hundred thousand acres of land on which to settle a thousand immigrants, tell him to come. And if any man wants to cover the State with a net-work of railroads, bid him God-speed!

Is it possible that a Virginia Legislature in 1871 should pause over such an issue? Are we gone mad?

If the application of the Alexandria and Fredericksburg Railroad Company to construct an all-rail line from Washington to Richmond is rejected, then, if we have the spare labor, we would respectfully suggest to the Legislature to order a Chinese Wall for our Potomac frontier. Let us imitate the Celestials, and avow our purpose to keep within the limits of China. Have guarded gates at suitable points, and collect tolls if anybody is permitted to enter. Tell them we are very particular down here; we admit nobody with capital; we wish to keep up a strictly Virginian influence; we are afraid if you come you will use your money improperly. Tell them it is true we are poor, very poor; but we are very proud; we prefer the old Fredericksburg road and starvation under Mr. Moncure Robinson, who unfortunately lives in Philadelphia, to riding in palace cars, at half rates and double speed, under a native-born Yankee.

These people come down here and propose to build our railroads with their own money, and we tell them to clear out! The entire freight earnings on the Richmond, Fredericksburg, and Potomac Railroad in 1868–9 were *forty-five thousand dollars* (we believe the through freight was some *six or eight thousand*). Here is business for you! It is like the rumble of the Italian *diligence* in the nineteenth century. It reminds us of the following advertisement from *Ayscough's Nottingham Courant* of 1760:—

"The flying machines on steel springs set off from the Swann with Two Necks Inn, Lad-Lane, London, and from the Angel Inn, in Sheffield, every Monday and Thursday morning at 5 o'clock, and lies the first night from London at the Angel Inn in Northampton, the second at the Blackmare's Head Inn, Nottingham, and the third at Sheffield. Each passenger to pay £1 17s., and to be allowed fourteen pounds of baggage. Performed (if God permit), by John Harforth and Samuel Glenville."

It is true that Mr. Moncure Robinson runs his "flying machines on steel springs" every day between Richmond and Fredericksburg; but his boats that connect with the York River Road, only go *three times a week* from West Point to Baltimore. This is another route that he wants to break down. He has crippled the Danville Road; he has crippled the Petersburg and Weldon Road, and the Richmond and Petersburg Road; he has crippled his own line from Richmond to Fredericksburg; and now he is crippling the York River route to Baltimore.

### WEST POINT MORALS.

*From the N. Y. Tribune.*

The recommendations of the West Point Committee, so far as they relate to the punishment of the first class, will be generally approved. The offense of these young gentlemen seems to have been strangely underrated by their immediate superiors, and yet it was a gross outrage against one of the first of military virtues. A soldier is taught above all things the importance of discipline and obedience; yet a whole class, which has nearly completed its course at the academy, usurps the authority of the commandant, and virtually takes into its own hands the government of the institution. The formal arrest imposed by General Upson as punishment for this insubordination was so ludicrously disproportionate to the offense that we can find no explanation of it except in the fact that mob-law at West Point has received a quasi sanction from long established custom. In truth, it is not uncommon for transgressors of the unwritten code of cadet ethics to be forcibly banished by their comrades, just as the three young men were in the present case; and we dare say a majority of the officers who are occasionally called upon as members of courts-martial or attaches of the War Department to pass upon such transactions have been engaged in similar affairs during their own young days, and really see no great harm in them. Any graduate of the academy can testify that banishment by mob law is a not uncommon occurrence, but, as all parties are interested in keeping such cases quiet, they never find their way into the public prints except by accident. The missing cadets are entered on the books as "dropped," and there is an end of it. The excuse of the cadets who commit these acts of violence and the officers who shut their eyes to them, is that a high sense of honor, honesty, love of truth, and other manly virtues can be kept up in the corps in no other way. There are offenses which rules cannot define, and courts cannot punish, and these must be left to the rude justice of the mob. It requires no argument to show the fallacy of this position. First it proposes to punish one offense by another, and (from a military point of view) a worse one; and secondly, it deprives the accused of a trial, and makes punishment follow mere suspicion. Cruel instances of injustice are known to have occurred under this system. Cadets are liable to be mistaken as well as ordinary mortals, and a case has recently been mentioned of a young man who, having been denounced as a thief and driven from the academy, was afterwards discovered to be perfectly innocent. The frequency of these lawless practices, and the leniency with which they have been viewed by the authorities, may relieve the young men of the first class from much of the moral guilt which at first view seems to attach to their conduct, but afford on the other hand a strong reason why discipline should be restored by making a stern example of the principal offenders. The abuse must be stopped at once.

With regard to the three cadets, Baird, Flickenger, and Barnes, the recommendations of the committee are, perhaps, not so wise. The offense of these young men, according to the West Point standard, was a very grave one. It was not secretly going off the grounds to get liquor, but it was violating that sacred "honor of a soldier" which the cadet is taught to respect as a prisoner respects his parole. While one was absent on an unlawful expedition, his room-mate answered "All right" for him to the guard, meaning that he was either in his room or absent by authority; and this answer is always understood to be "on honor." We must certainly sympathize with the anxiety of the first class to keep up the sense of honor among the corps, however much we may disapprove of their means of doing it, and we fear that the restoration of the three cadets who have violated "the word of a soldier and a gentleman" may have a very mischievous effect. Cadets complain that the nice sense of honor and veracity which ought to prevail in the Military Academy has been perceptibly weakened of late years. There never was more of it than we had plenty of use for, as the history of Secession—not to speak of the personal character of certain of our loyal officers—emphatically proves, and we ought to take the very best care of what there is. Messrs. Barnes, Baird, and Flickenger might be offered the opportunity to go back to the Academy and clear themselves before a court-martial; if they cannot or will not do that, they had better remain in civil life.

### OUR DIFFERENCES WITH ENGLAND.

*From the N. Y. Times.*

The English Parliament met yesterday, and one of the most important political events of the year will be regarded by Europe, as well as by the British nation, with unusual interest. The event will not be without accidental interest to the people of the United States. The Queen announced in her speech, on opening Parliament, that a proposal for a joint commission to discuss, and if possible to decide, all questions in dispute between the two countries has been assented to by the United States Government. It has been agreed that the Commission shall sit at Washington: that the Alabama claims, all questions relating to the fisheries, the San Juan affair, the St. Lawrence, and other outstanding causes of difference, shall be submitted to the Commission; and that the representatives of both countries are to enter upon the business entrusted to them with the distinct purpose of bringing it to an equitable and final conclusion.

This important intelligence will, of course, be received with different sentiments by different persons. We cannot doubt, however, that the great mass of the people, who are interested in the preservation of peace, rather than in the stirring up of a needless war, will receive it with satisfaction. The objects aimed at are those which everybody but the Fenians must desire to see brought about. It is understood that the settlement of every difficulty is to be, in the fullest sense, fair and honorable. The American people would certainly ask nothing more, and they would not expect England to be satisfied with anything less. Of the various schemes that have been proposed for bringing about a good understanding, that of a joint commission appears to be the most promising. It is without doubt the most practicable. As our own Government has demands the justice of which may best be determined on the spot, it is fit that the joint commission should be convened at Washington. Apart from the interests of individual claimants, it is a serious injury, present and prospective, to the commerce and other international affairs of both countries, that the issues between them should continue open. The development of our Western States, in particular, is gravely retarded by the possibility of disagreement involved in a continuance of the present hostile attitude. Our mercantile classes must obviously profit by a definite settlement of all sources of difference. What we want is a settlement—a settlement giving our people that which they have a fair right to demand; and such a settlement, it appears, can now be obtained.

We must not, however, seek to disguise the fact that there are some who do not want this result. There are, unfortunately, politicians who, sooner than lose any of their stock in trade, and sooner than President Grant should have the credit of solving these or any other difficult problems, would keep them indefinitely open. We are quite prepared to find Senator Sumner opposing in advance any possible reconciliation, however honorable it may be to the country or satisfactory to individual citizens. Mr. Sumner is one of the President's foes, and he is known to be anxious to thwart the President in every conceivable way. It is too much to hope that he will keep this tendency in check on so important an occasion as the present. A similar tendency may be looked for in General Butler, whose surprise at his favorite ground being cut from under his feet will only probably be equalled by his displeasure. That it should be the study of some politicians to keep alive the fires of resentment, rather than to establish the solid interests of the people, is no new thing. It would, however, be a serious misfortune at this juncture if, for the ends of partisanship, or the still smaller ends of mere rhetorical display, impediments should be thrown in the path of the commission. We trust the people and the press of the country will regard the matter in a spirit of moderation and fair play. If we want a settlement of long-standing differences, on a perfectly honorable basis, now is the time to get it. If we do not want such a settlement, but prefer to have those differences kept open, in order that a war may result from them some day or other, then, of course, Senator Sumner's course is the one to follow. The people may easily decide for themselves which policy it is to their interest to adopt.

### THE HEROIC ENGINEER.

*From the N. Y. Sun.*

David Simmons was the engineer of the Pacific express train. He was a true man. For twenty years he held a place on an engine. Years ago, while dashing past Yonkers, Simmons called the attention of his fireman to a train which was sweeping down upon them like the wind. A collision seemed inevitable. The frightened fireman shouted, "Good-bye, Doc; I'm agoing to jump," and sprang from the locomotive. Simmons stood with his hand upon the throttle of his engine like a man of iron. In the face of startling peril he remembered his duty, and stood at his post. A collision was averted, and the heroic engineer saved the lives of a hundred men.

On Monday night David Simmons was driving his engine toward Albany at the rate of forty miles an hour. Near New Hamburg a red light was swung out as from an approaching train. The engineer saw it. It was the signal of danger. David Simmons whistled down the brakes in the vain hope of stopping the express in time. His fireman again took the alarm, and shouted to Simmons to leap for life. The noble Simmons calmly answered, "I won't; I'll stay with my engine." Again he stood like a man of iron at his post. The fireman sprang and saved his life. The engineer saw a train on the bridge. He realized that his only hope of safety was to dash through the obstruction. He whistled off the brakes, and crowded on all of his steam. This was the work of an instant. Simmons peered into the darkness, shading his eyes with his hand, and was dashed into the jaws of death.

David Simmons was a hero. His fate is sad; but his noble behavior is the only bright page in the dark history of the awful accident at New Hamburg.

### GENERAL GRANT'S GERMAN MESSAGE.

*From the N. Y. World.*

The President's message to Congress, printed Wednesday resembles a stately porch erected in front of a dog-kennel. The mountain is in labor and gives birth to a ridiculous mouse. The practical recommendation which follows a pompous dissertation on the greatness and beauty of the new German empire and its close resemblance to our own Federal republic (merciful heavens!) is that the salary of Mr. George Bancroft shall be raised from $12,000 to $17,500 per annum. A maguiloquent document from the head of a great nation on a paltry appropriation of $5500!

Who could have put it into General Grant's head to make all this parade on so trivial a matter? We are not in his confidence and cannot pretend to know; but there needs no initiation into Government secrets to decide who has the greatest interest in prompting him to this ridiculous display. It is quite according to human nature that the suggestion may have come from Berlin. It concerns Mr. Bancroft himself more than any body else to have his salary raised; and nobody was so likely as he to approach the subject with all this swelling bombast.

Mr. Bancroft may not have sent the President a draft of the message; but certain it is the whole texture and tissue of its ideas are of his manufacture. In the latter part of the year 1868 he sent to the State Department a long communication drawing an elaborate parallel between the North German Government, as it had been then recently organized, and the Government of the United States; a communication which was published in all the American newspapers. General Grant's message is a faithful synopsis of that document. It is perfectly identical in substance, differing from it only by its greater compression and brevity. Either Mr. Bancroft furnished the draft of this message, or its writer merely abridged Mr. Bancroft's stilted despatch and moulded it into a new form. It is the purpose of both documents to run a parallel between the Government of Germany and that of the United States. The absurdity of the parallel and the close resemblance of the documents demonstrate either a common authorship or a servile copy. It looks as if Mr. Bancroft, wishing to get his salary raised, had written to the President telling him what a capital stroke of policy he could make by adopting this method of recommending himself to the German voters of the United States. If General Grant should appoint a new Minister to Berlin, Mr. Bancroft will find that he has shaken the bush for somebody else to catch the bird.

For aught we know, an increase of salary for the Berlin mission may be fit and appropriate. But the chief arguments by which General Grant recommends it are absurd. The fanciful resemblance between the German institutions and ours, is no reason for putting the mission on a different footing. That resemblance, whatever there may be in it, was just as perfect and striking in 1868, when Mr. Bancroft wrote the despatch of which this message is an abridgment, as it is to-day; and was therefore as good an argument for raising the salary then as it is now. If similarity of institutions were a reason for increasing the dignity of a foreign mission, we ought to maintain first-class missions in Mexico and the South American republics. The mission to Paris has always been of the first rank, although France was a despotism under the first and the second Napoleon. Resemblance in institutions has nothing to do with the subject, the rank of a foreign mission being measured solely by dignity of the power to which it is sent, and the closeness and importance of our commercial and political relations. Russia is a first-class power; but we have never maintained a first-class mission at St. Petersburg, because our commerce with Russia is comparatively small, and our political relations not very important. That Germany has become a great nation, or that her government resembles ours, is no reason at all for increasing the importance of the mission, unless (which does not yet appear) the recent changes bring us into more intimate intercourse. If the enlargement of the territorial area governed from Berlin brings additional duties upon the American Minister, that will be a good reason for increasing his salary, but it cannot be known until after the lapse of some little time whether this will be the case or not.

If the salary should be raised, it will be simply a measure of justice to the minister, not a compliment to the Government to which he is accredited. The consideration expressed for a foreign Government depends upon the rank of the minister, not his pay. His compensation is a matter between himself and his own Government; his rank in the diplomatic scale is the only thing that can be interpreted as a mark of respect. Now, in point of fact, the mission to Berlin is of the same grade as that to London and Paris. The title of the American Minister to each of those capitals is "Envoy Extraordinary and Minister Plenipotentiary." This is a meaningless dignity except that it determines the rank and precedence of the minister on occasions of ceremony, and indicates the respect in which we hold the government near which he resides. We send to Russia, Prussia, and nine other governments, a minister of the same grade as to England and France; but the salary varies from $17,500 to $10,000, being regulated by the supposed laboriousness and importance of the duties. It would be an impertinence in a foreign government to go behind the rank of a minister and inquire into his compensation; the scale of salaries having nothing to do with the dignity of the mission.

The American Minister at Berlin has, as yet, no additional duties, and it is therefore premature to ask for him an increase of salary. But the haste of Mr. Bancroft is easily understood. If the enhancement does not get into the appropriation bill this winter, he will receive only $12,000 for the ensuing year, and the fate of Motley warns him to make hay while the sun shines. He has no certainty of holding the office even for another year. Grant is willing the salary should be raised; because the proposal gives him an opportunity to make a bid for the German vote, and because a higher compensation may enable him to send some rival into honorable banishment, or to get rid of some inconvenient member of his present Cabinet. But if fitness of time and propriety of taste had been consulted, he would have forborne this demonstration of respect for Germany until after the conclusion of peace. So precipitate a compliment to Germany is an affront to the national pride of France. It does not befit the dignity of the American Government to be a busybody in foreign changes that are not yet settled.

So much for the propriety of General Grant's recommendation, if we could concede the soundness of his premises. But the resemblance which, copying Mr. Bancroft, he attempts to draw between the Government of Germany and that of the United States is utterly preposterous. If he can perceive no important difference between the things he compares, he is recreant to republican institutions, and is a dangerous man to be at the head of our Government. If General Grant thinks the German Government as good as ours, as his message clearly implies, he would have no objection to the remoulding of ours after the German model. The Emperor William claims to be a monarch by divine right. Bismarck, his prime minister, is the most relentless absolutist in Europe. General Grant's indorsing eulogy shows what kind of a government he admires, and reveals him to the country as an imperialist at heart. He would be glad to see the United States what Germany has just become. He would like to be the Kaiser Ulysses of the Federal Union, an imperial despot holding his power in spite of the people, and wielding the same authority as Kaiser William. We have come to an alarming pass when an American President can send a message to Congress arguing that there is little to chose between the government of Germany and that of the United States, and when the Republican party acquiesces in the abjuring parallel. Abjuring, because General Grant gives up and renounces, as of little importance, the points in which our Government differs from that of imperial, domineering Germany. We have no doubt that this strange message is a faithful key to General Grant's political wishes. Of what avail is it that the Constitution forbids the election of any but a native-born citizen of the United States to the office of President, if our Presidents may thus publicly renounce their fidelity to American institutions? Bismarck himself, in General Grant's place, could not have sent to Congress a more anti-American message. A panegyric on the German empire is a renunciation of all that is distinctive in our republican institutions. If the German Government is as good as ours, there is no reason why we should not adopt it.


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4 13 tuthsl9p

FINANCIAL.

Bowles Brothers & Co.,
PARIS, LONDON, BOSTON.
No. 19 WILLIAM Street,
New York,
ISSUE
Credits for Travellers
IN EUROPE.
Exchange on Paris and the Union Bank of London,
IN SUMS TO SUIT. 1 7 3m†

CITY OF BALTIMORE.
$1,200,000 six per cent. Bonds of the Western Maryland Railroad Company, endorsed by the City of Baltimore. The undersigned Finance Committee of the Western Maryland Railroad Company offer through the American Exchange National Bank $1,200,000 of the Bonds of the Western Maryland Railroad Company, having 30 years to run, principal and interest guaranteed by the city of Baltimore. This endorsement having been authorized by an act of the Legislature, and by ordinance of the City Council, was submitted to and ratified by an almost unanimous vote of the people. As an additional security the city has provided a sinking fund of $260,000 for the liquidation of this debt at maturity. An exhibit of the financial condition of the city shows that she has available and convertible assets more than sufficient to pay her entire indebtedness. To investors looking for absolute security no loan offered in this market presents greater inducements. These bonds are offered at 87½ and accrued interest, coupons payable January and July.
WILLIAM KEYSER,
JOHN K. LONGWELL,
MOSES WIESENFELD,
1 6 60† Finance Committee.

EDUCATIONAL.

HARVARD UNIVERSITY,
CAMBRIDGE, MASS.,
Comprises the following Departments:—
Harvard College, the University Lectures, Divinity School, Law School, Medical School, Dental School, Lawrence Scientific School, School of Mining and Practical Geology, Bussey Institution (a School of Agriculture and Horticulture), Botanic Garden, Astronomical Observatory, Museum of Comparative Zoology, Peabody Museum of Archæology, Episcopal Theological School.
The next academic year begins on September 28, 1871.
The first examination for admission to Harvard College will begin June 29, at 8 A. M. The second examination for admission to Harvard College, and the examinations for admission to the Scientific and Mining Schools, will begin September 28. The requisites for admission to the College have been changed this year. There is now a mathematical alternative for a portion of the classics. A circular describing the new requisites and recent examination papers will be mailed on application.
UNIVERSITY LECTURES.—Thirty-three courses in 1870-71, of which twenty begin in the week February 12-19. These lectures are intended for graduates of colleges, teachers, and other competent adults (men or women). A circular describing them will be mailed on application.
THE LAW SCHOOL has been reorganized this year. It has seven instructors, and a library of 16,000 volumes. A circular explains the new course of study, the requisites for the degree, and the cost of attending the school. The second half of the year begins February 13.
For catalogues, circulars, or information, address J. W. HARRIS,
2 6 3m Secretary.

WASHINGTON COLLEGE,
VIRGINIA,
GENERAL G. W. CUSTIS LEE, PRESIDENT,
WITH FOURTEEN PROFESSORS.
The Spring Term of the present season begins on the
FIRST OF FEBRUARY.
The rearrangement of classes then made enables students to enter the several schools with advantage. Students entering at this time pay only half fees.
All the ACADEMIC SCHOOLS of the College, as well as the Professional Schools of LAW and ENGINEERING, are in full operation.
For further information, address
WILLIAM DOLD,
Clerk of Faculty, Lexington, Va.
January 1, 1871. 1 17 6w

EDGEHILL SCHOOL
MERCHANTVILLE, N. J.,
Four Miles from Philadelphia.
The session commenced MONDAY, January 9, 1871.
For circulars apply to
3 21 1y Rev. T. W. CATTELL.

FIRE EXTINGUISHER.

THE UNION FIRE EXTINGUISHER.
OVER FIVE MILLIONS ($5,000,000) OF DOLLARS WORTH OF PROPERTY IN THE UNITED STATES HAS ACTUALLY BEEN SAVED BY THE EXTINGUISHER
Within the past three years; while in Philadelphia alone twenty-five fires, endangering property to the extent of HUNDREDS OF THOUSANDS OF DOLLARS, have been extinguished during the past year by the same means. Our Machine is the IMPROVED CARBONIC ACID GAS FIRE EXTINGUISHER, and is indorsed and used by M. Baird & Co., Henry Disston & Son, Benjamin Bullock's Sons, Morris, Tasker & Co., Alan Wood & Co., Lacey & Phillips, Bromley Brothers, S. J. Solms, Charles Eneu, Johnson & Co., Rumby & Madeira, Francis Perot & Sons, George W. Childs, Pennsylvania Railroad Company, Philadelphia and Boston Steamship Company, Philadelphia and Southern Steamship Company, and many other of our leading business men and corporations.
CAUTION.—All parties in this community are warned against buying or selling "Extinguishers" except those purchased from us or our agents, under penalty of immediate prosecution for infringement.
Our prices have been reduced, and the Machine is now within the reach of every property holder.
N. B.—One style made specially for private residences.
Union Fire Extinguisher Company,
OFFICE, 1 28 stuttrp
No. 118 MARKET STREET.

REAL ESTATE AT AUCTION.

NOTICE.—BY VIRTUE AND IN EXECUTION of the powers contained in a Mortgage executed by
THE CENTRAL PASSENGER RAILWAY COMPANY
of the city of Philadelphia, bearing date of eighteenth of April, 1863, and recorded in the office for recording deeds and mortgages for the city and county of Philadelphia, in Mortgage Book A. C. H., No. 56, page 465, etc., the undersigned Trustees named in said Mortgage
WILL SELL AT PUBLIC AUCTION,
at the MERCHANTS' EXCHANGE, in the city of Philadelphia, by
MESSRS. THOMAS & SONS, AUCTIONEERS,
at 12 o'clock M., on TUESDAY, the fourteenth day of February, A. D. 1871, the property described in and conveyed by the said Mortgage, to wit:—
No. 1. All those two contiguous lots or pieces of ground, with the buildings and improvements thereon erected, situate on the east side of Broad street, in the city of Philadelphia, one of them beginning at the distance of nineteen feet seven inches and five-eighths southward from the southeast corner of the said Broad and Coates streets; thence extending eastward at right angles with said Broad street eighty-eight feet one inch and a half to ground now or late of Samuel Miller; thence southward along said ground, and at right angles with said Coates street, seventy-two feet to the northeast corner of an alley, two feet six inches in width, leading southward into Penn street; thence westward, crossing said alley and along the lot of ground hereinafter described and at right angles with said Broad street, seventy-nine feet to the east side of the said Broad street; and thence northward along the east line of said Broad street seventy-two feet to the place of beginning. Subject to a ground-rent of $280, silver money.
No. 2. The other of them situate at the northeast corner of the said Broad street and Penn street, containing in front or breadth on the said Broad street eighteen feet, and in length or depth eastward along the north line of said Penn street seventy-four feet and two inches, and on the line of said lot parallel with said Penn street, seventy-six feet five inches and three-fourths of an inch to said two feet six inches wide alley. Subject to ground rent of $72, silver money.
No. 3. All that certain lot or piece of ground beginning at the southeast corner of Coates street and Broad street, thence extending southward along the said Broad street nineteen feet seven inches and five-eighths of an inch; thence eastward eighty feet one inch and one-half of an inch; thence northward, at right angles with said Coates street, nine feet to the south side of Coates street, and thence westward along the south side of said Coates street ninety feet to the place of beginning.
No. 5. The whole road, plank road and railway of the said The Central Passenger Railway Company of the city of Philadelphia, and all their land (not included in Nos. 1, 2 and 3), roadway, railway, rails, right of way, stations, toll-houses and other superstructures, depots, depot grounds and other real estate, buildings and improvements whatsoever, and all and singular the corporate privileges and franchises connected with said company and plank road and railway and relating thereto, and all the tolls, income issues and profits to accrue from the same or any part thereof belonging to said company, and generally all the tenements, hereditaments and franchises of the said company. And also all the cars of every kind (not included in No. 4), machinery, tools, implements and materials connected with the proper equipment, operating and conducting of said road, plank road and railway; and all the personal property of every kind and description belonging to the said company.
Together with all the streets, ways, alleys, passages, waters, water-courses, easements, franchises, rights, liberties, privileges, hereditaments, and appurtenances whatsoever, unto any of the above-mentioned premises and estates belonging and appertaining, and the reversions and remainders, rents, issues, and profits thereof, and all the estate, right, title, interest, property, claim, and demand of every nature and kind whatsoever of the said company, as well at law as in equity of, in, and to the same and every part and parcel thereof.
TERMS OF SALE.
The properties will be sold in parcels as numbered. On each bid there shall be paid at the time the property is struck off—On No. 1, $300; No. 2, $200; No. 3, $300; No. 5, $100, unless the price is less than that sum, when the whole sum bid shall be paid.
W. L. SCHAFFER, } Trustees.
W. W. LONGSTRETH, }
M. THOMAS & SONS, Auctioneers,
12 5 60t Nos. 139 and 141 S. FOURTH Street.

REAL ESTATE.—THOMAS & SONS' SALE.—Genteel two-and-a-half-story brick dwelling, No. 110 Jacoby street, between Race and Cherry streets. On Tuesday, February 21, 1871, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, all that two-and-a-half-story brick dwelling, with two-story back building and lot of ground, situate on the west side of Jacoby street, between Race and Cherry streets, No. 110; containing in front on Jacoby street 20 feet, and extending in depth 75 feet. It has the gas introduced, bath, etc. Terms—Cash. Possession 1st of October next.
M. THOMAS & SONS, Auctioneers,
2 4 8 3t Nos. 139 and 141 S. FOURTH Street.

PUBLIC SALE—THOMAS & SONS, AUCTIONEERS.—Well-secured Ground Rent of $150 a Year, On Tuesday, Feqruary 21, 1871, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, all that well-secured redeemable yearly ground rent of $150 a year, clear of taxes, issuing out of all that lot of ground, with the three-story brick store and dwelling thereon erected, situate at the S. W. corner of Cedar and Dickinson streets, Nineteenth ward; containing in front on Cedar street 14 feet, and extending along Dickinson street 60 feet.
M. THOMAS & SONS, Auctioneers,
2 4 8 3t Nos. 139 and 141 S. FOURTH Street.

REAL ESTATE—THOMAS & SONS' SALE—Two-story Brick Dwelling, No. 2221 Carpenter street, west of Twenty-second street. On TUESDAY, February 28, 1871, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, all that two-story brick dwelling and lot of ground, situate on the north side of Carpenter street, 190 feet west of Twenty-second street, No. 2221, containing in front on Carpenter street 15 feet, and extending in depth 75 feet to a 3 feet wide alley, with the privilege thereof. The house contains 6 rooms, Subject to a yearly ground rent of $63.
M. THOMAS & SONS, Auctioneers,
2 4 8 3t Nos. 139 and 141 S. FOURTH Street.

LUMBER.

1871 SPRUCE JOIST. SPRUCE JOIST. HEMLOCK HEMLOCK. 1871
1871 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1871
1871 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1871
1871 WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS, WALNUT PLANK. 1871
1871 UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1871
1871 SEASONED POPLAR. SEASONED CHERRY. ASH, WHITE OAK PLANK AND BOARDS, HICKORY. 1871
1871 CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1871
1871 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1871
1871 CEDAR SHINGLES. CYPRESS SHINGLES. MAULE, BROTHER & CO., 11§ No. 2500 SOUTH Street. 1871

PANEL PLANK, ALL THICKNESSES.—COMMON PLANK, ALL THICKNESSES. 1 COMMON BOARDS. 1 and 2 SIDE FENCE BOARDS. WHITE PINE FLOORING BOARDS. YELLOW AND SAP PINE FLOORINGS, 1¼ and 4/4 SPRUCE JOIST, ALL SIZES. HEMLOCK JOIST, ALL SIZES. PLASTERING LATH A SPECIALTY,
Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ,
11 30 6m No. 1715 RIDGE Avenue, north of Poplar St.

HATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting DRESS HATS (patented), in all the improved fashions of the season. CHESNUT Street, next door to the Post Office. rp4

## NEWS SUMMARY.

### City Affairs.

—According to Chief Engineer Downey's report the losses by the fire last year amounted to $2,018,271. The actual expenses of the department were $107,557·88. At the date of the report there were 84 companies, owning 44 steamers, 86 horses, 112 hose carriages, 78,985 feet of forcing hose, 11 trucks, 2365 feet of ladders, 78 hooks, 7 hand engines, 4929 honorary members; 2553 active and 10,331 contributing members.

—The game of billiards between E. J. Plunkett and E. H. Nelms, played at Concert Hall last evening, was won by the latter.

—The Women's Christian Association which has been formed, having for its object the establishment of comfortable boarding-houses for the working girls of the city, held a public meeting last evening, in the Church of the Holy Trinity, corner of Nineteenth and Walnut streets. Addresses were made by Charles E. Lex, Rev. E. R. Beadle, Rev. Herrick Johnson, William Bucknell, Esq., Rev. Thos. A. Jagger, and Rev. Thane Miller, the blind orator, of Cincinnati.

—The French Beneficial Society during the past year has distributed to the needy French in Philadelphia, $1318·67 in money; 40 half tons of coal, valued at $170; and medicines valued at $38·84. The total receipts of the association during the year from all sources, including the balance from 1869, were $2356·93, and the total expenses $1647·53, leaving a balance on hand of $709·40.

—A meeting of journeymen bricklayers was held last evening, at which a series of resolution relative to apprentices were adopted.

—Last evening the committee of Councils appointed to provide for the centennial anniversary of the Declaration of Independence in 1876, met to receive a committee from the New Jersey Legislature in reference to their late adoption of a resolution urging the Representatives from New Jersey to vote in Congress in favor of Philadelphia as a site for the proposed anniversary. The gentlemen from New Jersey consist of the following:—President of the Senate, Edward Bettle, Camden; J. H. Nixon, Cumberland, Chairman Federal Relations, W. H. Barton, Mercer; J. F. Sanxay, Essex; W. A. House, Cumberland; A. C. Canfield, Morris; C. Bechtel, *State Gazette*, Trenton; J. L. Naar, *True American*, Trenton; J. R. Freese, *State Sentinel*, Trenton; J. W. Newlin, Millville *Republican;* Samuel Hopkins, Senator; Thomas Bearsley, Senator; Columbus Beech, Senator; John C. Beldon, Senator. After the adjournment of the committee, the members proceeded to the Continental Hotel, where they met the members of the New Jersey Legislature, and a repast was partaken of, after which addresses were made by Mayor Fox, John L. Shoemakerr Hon. Wm. H. Barton, Hon. J. H. Nixon, Hon. Morton McMichael, and others.

### Domestic Affairs.

—The north coast of Sitka is reported as swarming with fur seal.

—A slight earthquake shock was felt at San Francisco early yesterday morning.

—Eulogies were yesterday pronounced in Congress upon the late Hon. John Covode.

—The people of New York are becoming greatly alarmed at the rapid spread of the smallpox in their midst.

—The Fenian exiles in New York received a splendid reception yesterday afternoon from the members of the Tammany Society.

—Additional evidence was yesterday adduced at the Coroner's investigation into the causes of the recent horrible accident upon the Hudson River Railroad.

—The endeavor to come to a direct vote upon the repeal of the income tax yesterday caused considerable excitement in the House of Representatives.

—From all parts of the United States come the intelligence that large amounts of money are rapidly being raised for the alleviation of the distress existing in France.

—A despatch from Havana states that nothing has yet been heard of the steamer Tennessee, with the San Dominge Commissioners, and inquiries are being made at all points within telegraphic reach of that city.

### Foreign Affairs.

—M. Thiers is elected to the Assembly by an overwhelming vote.

—Some of the forts before Belfort have been carried by the besiegers.

—The Queen's speech had no effect upon the London stock market.

—British workingmen have resolved to hold public meetings to oppose the granting of a dowry to Princess Louisa.

—Earl De Grey sails from London for Washington to-day as the President of the commission to settle the Alabama claims.

—The military chest of the French army of the East, containing 1,500,000 francs, has been surrendered to the Swiss Government.

—The conference proceedings for the settlement of the Eastern question have not reached their final stage, but await the conclusion of a formal treaty to which France must be a party.

—The result of the elections for the Constituent Assembly in France is that the Republicans have carried Paris; and the rest of the country has, to a great degree, elected the Liberal candidates.

—Queen Victoria opened the session of the houses of Parliament yesterday in person. The Lords and Commons mustered in full force, and there was a large attendance of spectators. The usual military and civic display was made.

## CITY GOVERNMENT.

### Meeting of Both Branches of City Councils.

Both branches of City Councils met yesterday afternoon at the usual hour. The following business was transacted:—

*Select Branch.*—President Cattell in the chair.

The City Solicitor sent a communication in reply to the request of Councils for information relative to the right to supply the courts with stationery. Ordered to be printed.

Mr. Fareira presented a resolution of request to the State Senate not to pass a House bill relative to granting further powers to the Board of Public Education. Agreed to.

Mr. King presented a resolution to open Spring Garden street to the Delaware, and asked to have it referred to the Committee on Surveys. It was so referred.

Mr. Bumm presented a resolution of request to the Legislature to join with Councils, the Board of Trade, and Commercial Exchange to petition Congress for an appropriation to improve the Delaware and remove Horseshoe shoals. Agreed to.

Mr. Jones introduced a resolution providing that any banking house in the city may be connected with the Police and Fire Alarm Telegraph office. Referred.

The bill relative to the Paid Fire Department was taken up, the chamber having adjourned at the last meeting while a motion to lay a motion on the table was pending.

The motion to lay on the table was not agreed to, and a motion to reconsider was carried.

The second section of the resolution, repealing the supplement to repeal the ordinance creating the paid Fire Department, was put on a second reading.

The veto of the Mayor on the bill providing for a tax for the public buildings was taken up, and the further consideration was postponed until next Thursday.

A communication was received from the Board of Fire Commissioners, announcing that they had elected John R. Cantlin secretary and Henry Weyl messenger. The elections were confirmed.

Mr. Bumm, chairman of the Committee to Verify Cash Accounts of the City Treasurer, reported:—

Cash balance on hand.....$1,532,622·46

| | |
|---|---|
| To pay interest on loans..... | $326,402·91 |
| To pay loan warrants..... | 635,236·20 |
| To pay sundry claims..... | 163,527·00 |
| To pay sinking fund securities... | 407,456·35 |

The Chamber met in joint convention to elect certain officers.

The chairman of the Committee on Boiler Inspection reported a resolution asking the Legislature to repeal the act relative to the Hartford Boiler Inspection Company. Agreed to.

Common Council bills were then considered.

A bill making an appropriation to pay expenses for the removal of the iron fence from Penn Squares, with an amendment. Concurred in.

*Common Branch.*—President H. Huhn in the chair.

A number of petitions and communications were received and appropriately referred.

The Chamber then considered Select Council bill disposing of the iron railing formerly around Penn Squares.

Various amendments, giving a portion thereof to school-houses, etc., were offered and adopted. The bill as amended was passed.

Select Council resolution concerning the reservoir at Fairmount Park was concurred in.

Select Council bill appropriating $500 for repairs of the Chester Street School-house was passed, Common Council receding from its amendments.

The Chamber having adjourned at its last meeting pending the consideration of a further supplement to the act creating a paid Fire Department, which gives the commissioners authority to expend sums not exceeding $1000 for repairs, without consulting the committee of Councils, was now resumed.

A motion to indefinitely postpone pending, it was debated by Messrs. Wagner, Allen, and McAleer.

The yeas and nays being called, the bill was not postponed—yeas 10, nays 40.

Mr. Shane moved to refer the matter to the Committee on Fire.

At this juncture the members of Select Council appeared, and the Chambers went into joint convention, President Cattell in the chair.

The following were elected by acclamation:

Chief Commissioner of Highways—Mahlon H. Dickinson.

Assistants—Hiram Horter and William Rittenhouse.

Chief Engineer of Water Department—Frederick Graeff.

Commissioner of City Property—Jonathan H. Pugh.

Superintendent of City Railroads—John Bosler.

All these gentlemen, with the exception of William Rittenhouse, now fill the offices for which they are again nominated.

The Chamber then proceeded with its business.

Mr. Roan finally called the previous question, and the main question before the Chamber was put, which was to refer the matter to the Committee on Fire, which was not agreed to.

The bill was then passed by a vote of 44 yeas to 11 nays.

Select Council resolution of request to the Pennsylvania Legislature to pass a law repealing certain privileges granted to the Hartford Steam Boiler Company was concurred in.

Select Council resolution requesting the Pennsylvania Legislature to appoint a joint committee to aid, in concert with committees of Councils, to procure aid for the improvement of the navigation of the Delaware; was concurred in.

Select Council resolution requesting the Pennsylvania Legislature not to confer any further authority on the Board of School Controllers of the First District of Pennsylvania, gave rise to an animated debate, and was adopted—40 ayes to 13 noes.

Mr. Walker, Chairman of the Finance Committee, reported an ordinance to create a loan of $500,000 for the improvement of Broad street, and a resolution to publish the same.

A motion to recommit the bill to the Finance Committee was carried.

Mr. Walker introduced an ordinance repealing the clause in the fire bill which prohibits the renting of any part of houses used by the Fire Department, which was referred. And the Chamber adjourned at 7 o'clock.

## WATER.

### Where we are to Store It for Emergencies.

The projected reservoir to be built in the Eastern Park at Fairmount—unless the commission decides otherwise—will cover 105 acres. Its water surface will be 93 acres; the basin will be 25 feet deep, and will hold 750,155,900 gallons, or 16 days' supply. The reservoir is much needed, as we have now but one-and-one-half days' supply, taking the full capacity of all the reservoirs. The average consumption of water in Philadelphia is 37,000,000 gallons, or about 60 gallons to each man, woman, and child. This reservoir is urgently needed, and the authorities who have the "say" in the matter should not permit this great work to be delayed. A considerable addition to the storage capacity of the reservoirs will result from the extension of the Kensington Reservoir on N. Sixth street. This basin now holds about 8,000,000 gallons, and is in exterior size 400 by 500 feet. But the banks have been extended over Seventh street, increasing the length of the reservoir to 475 feet. All that is now needed is to line it. Its capacity when finished will be 22,000,000 gallons.

POISONOUS GLOVES.—The following, from an English medical journal, conveys a warning:—"Our attention has been directed by a respected correspondent to a case which he ascribes as due to the wearing of gloves dyed with some poisonous substance. His patient, a lady, purchased a pair of green colored gloves at a well-known and respectable house. In none of the gloves was the dye permanent, for upon the hand becoming heated it was stained to such a degree that warm water would scarcely remove it. After wearing a few pairs—for the gloves rapidly became shabby—the lady noticed a vesicular eruption presenting itself at the sides and root of the nails. This vesication in a few days proceeded to ulceration. Under suitable remedies the rash disappeared, but upon the lady resuming the wearing of the gloves the mischief recommenced with renewed severity. Upon our correspondent examining the gloves further, and analyzing a solution prepared from them, he discovered the existence of an arsenical salt, which at once cleared up the mystery of the case and the nature of the dye.

## THE LATE HOLOCAUST.

### Coroner's Examination Continued—Evidence Relative to the Oil Train.

POUGHKEEPSIE, Feb. 9.—The Coroner's investigation was continued to-day. The most important witness was Edgar Underwood, conductor of the oil train. Underwood testified as follows:—

Was conductor on the oil train; it was an extra train, No. 3; my train does not run on time, not being a regular train; had the right of way when passing New Hamburg; was running on card time, according to the rules of the road; my card time is fifteen miles an hour: I was not then making that time; the running-gear of my train was last examined at Greenbush, and at Waterstone we looked over the train ourselves; we stopped at Coxsackie, Hudson, and Hyde Park on the way down; examinations were made with hammers; could not say whether the train had been examined that night at Coxsackie and Hyde Park; went the whole length of the train on one side and two of my men on the other, making examinations of the running-gear; before we reached Coxsackie I discovered a hot box, and in consequence thereof could not make Hudson ahead of regular time, so we took a side track at Coxsackie, where we cooled the journal, staying there ten minutes after the regular train, and twenty-five minutes altogether; that hot journal gave me no more trouble that night; I had twenty-five cars all told; my attention was first called to trouble on my train by the night watchman at New Hamburg; as we passed that station he called out; I was in the caboose at the time and heard him; I came out and put on the rear brake, and told the caboose man to give the engineer the signal by dropping a white light; I stood in the caboose and kept signalling till we got near the drawbridge; I did not hear whistle for down brakes; I think I felt the engineer reverse his engine, though I am not certain; if he saw my signal it was his business to blow for brakes; we generally use a signal cord, but that night it was not safe to string it; it is called the bell-cord; we had a short train, and thought it was not worth while; it is used generally to give the engineer information when a train breaks apart; it would have been difficult for the engineer to get a signal from it if it had been strung, in consequence of stringing it through break handles; it is an order of the company that it shall be strung on all trains; if we had had cord we would have tried to pull it, but I do not think we could have succeeded, and I do not think the engineer could have been notified that way that night, if there had been a cord; a bell cord has been strung over forty-five cars; when I put on the brakes the speed of the train was slackened, and we were running slow enough to get off before we got to that portion of the bridge which spans the road north of the drawbridge; it is down grade there, and a hard matter to stop a train away; I had three brakemen on the train, one on the engine and two in the caboose; the proper place for the second brakemen is in the middle of the train, but there was no place there for him; it is Mr. Toucey's orders to have brakemen in the middle of the train, but there was no place for him to stand there on that train, except on three or four boards over an oil tank; it is not safe for a man to go there when the train is running; the walk for him over the top of his car to the brakes is about three feet wide; so far as orders are concerned, it was the duty of one of my brakemen to be in the middle of the train; the brakes in the rear were all good and we had them on as soon as we could; the night was pretty cold; I was looking out of the rear window of the caboose, and the rear brakeman was at the door when I left the caboose; after the train stopped I went down very near to this car, the one that was off the track; the train was at a dead stand, and eleven cars ahead of the broken car were detached and on the south side of the drawbridge; I don't know how far they were; I could not see; I went down the track on the east side of my train; the broken car was the forward one of the train that was left back; the other cars had gone on; it was lying on the up track, nearly crosswise, one end higher than the other; when I saw the situation I at once ordered a brakeman down the road with a red light; I knew the express was behind time, because we should have passed it before we got there; he could not go down on either track because of the track being blockaded; then I called to the man on the engine to go down with the red light; the broken car was on the last track, and my train on the other; the engineer heard the man call, and called back, "All right;" it was not half a minute after I gave this order to send a red light before a man started and called "All right;" when the man to whom I gave the order called, "Look out! the express train is coming;" all happened in an instant; I was twenty or twenty-five feet north of the tank on the east track south of the draw on the bridge when I gave the order; when I first saw the express she was about one hundred feet off; I dropped my light for a signal, and think the engineer of the express blew "down brakes;" I saw the express in thirty seconds after the man warned me; from the time my train stopped until the collision occurred not over two minutes had elapsed; I was on the bridge near the draw when the locomotive struck the oil tank; I could have given no more signals than I did; I do not know that any signal was set on the draw; the first thing I knew after the collision was getting up off the ice in the river, eighteen or twenty feet from the draw; I don't know how I got there; I heard the express whistle a moment before I got off my train; she appeared to be between the water tank and the drawbridge; the oil car was not unusually heavily laden; there is a light, signalling "all right," on the drawbridge tower; if a man had been there I don't think he would have had time to change it to a danger signal; it would take half a minute to put on a break; if I had had two more brakemen on my train I could not have stopped it before it got to the draw; I think the broken truck under the stock car tore the track up; we keep a man on the engine whose duty it is to watch rear signals from both sides of the engine when going around curves; it is a straight line at New Hamburg station; my engineer must have known that there was something wrong when we put on the brakes; we were running as safe as we could; we can hold our train in eighty yards; I have been on the road three years.

Inquest adjourned until Friday.

No more bodies have been found up to to-night. To-morrow the locomotive will be raised, when it is expected the remains of the engineer and a friend said to have been on the engine with him, and the body of Mooney, the brakeman, will be found. The coroner's jury will proceed to-morrow to view the wreck. Over a dozen witnesses have yet to testify before the coroner.

—Two thousand pounds of fine copper wire are used annually to secure the corks of Congress water bottles.

## EXCITEMENT AMONG THE ARTISTS.

### An Explosion in the Studio Building—Narrow Escape from Death—Destruction of Property.

The occupants of the various studios in the Studio Building, in Tenth street, were a good deal alarmed on Monday evening by the report of a heavy explosion in the building, which shook the windows, and sounded as if some heavy picture or scaffolding had fallen with a crash. Many thought that the roof of the exhibition-room had fallen in, and there was general rush of artists down stairs to ascertain the cause of the astounding interruption of the peace and quietude of the "home of the muses." Many rushed to Page's studio, which is the exhibition room, expecting to find the veteran portrait-painter buried in the *debris* of the ruins of the roof or scaffold. But Mr. Page was found uninjured. his room was untouched; but he, like others, was wondering what could have caused the report, sounding like the discharge of a fifteenth-inch gun. By the time two or three had assembled in his studio, and others were heard rushing in long bounds down the stairways, the halls became filled with the fumes of gas and chemicals, and in another instant the cry of fire was raised by the domestics. Mr. Page, Mr. Shattuck, Julian Scott and other artists at once plunged down stairs into the basement, through suffocating fumes and hot air, and found the room occupied by Mr. Bierstadt as a photographic laboratory in full blaze. Already one or two persons were engaged in throwing water on the fire, but for a moment this seemed to make matters worse, as the collodion, used in coating negatives, floated on the surface of the water and blazed still more fiercely as it was swept about. By vigorous exertion the fire was subdued, and the threatened destruction of the building averted. Mr. Bierstadt, the brother of the painter, was bending over the box containing the negatives, when the explosion, caused by the ignition of a match in the atmosphere highly charged with combustible gas, occurred. He was severely burned by the terrible and instantaneous flame that filled the room, and forced out windows and doors, and bulged out a partition by its tremendous force.

Fortunately his burns were not serious, his eye sight being preserved, and his cheeks, nose, beard, and hair only suffering. After the fire was put out Mr. Bierstadt was conveyed in a carriage to his residence, where he is now doing well. Mr. Bierstadt's loss is considerable, the precise extent not yet being know. Fortunately the fire was promptly extinguished, else the loss would have been very heavy, as there are many pictures and other works of art in the building of immense value, that could hardly have been saved if the fire had once fairly gotten under way.—*N. Y. Times yesterday.*

## ALMOST A MURDER.

### The Difference in Pistols.

During the late rain and thaw, at a place not far from West Point, a little crowd gathered one evening to witness the passage across of any person who should dare to do so on the ice. The thaw and rains had so weakened the frozen bridge that it seemed doubtful whether it was longer safe, and the water and slush which covered the ice hid from view the dangerous air-holes and weak spots.

Although several wished to cross, none would attempt the passage, till at length a gentleman came down to the river's edge and announced his intention of making the attempt. Purchasing from a boatman a good boathook, which he could use as a pole to jump dangerous places, and as a support should he go through, he made ready to start. Then a German peddler, with a pack weighing perhaps one hundred pounds on his back, said he would go too, and in spite of the advice of the crowd, who knew the ice would not support two men together at one spot, attempted to walk over with the adventurous one first mentioned. That gentleman in vain protested against his doing so, but the peddler said, "My tear, I will go mit you, and den if I gets in you can pull me out mit that stick."

Finding it impossible to persuade him to desist, the gentleman sprang to the ice and attempted to get such a start as to prevent his "old man of the sea" from at least being by his side; but to no avail, for the peddler was with him in all his turnings. At last, being fearful for his own safety, the gentleman drew a pistol, and pointing it at the peddler, proclaimed his determination of blowing out his brains if he persisted in keeping so close to him.

Acting under this gentle persuasion the follower kept back at a safe distance, but on reaching the other side immediately sought a justice, and the gentleman was charged with pointing with intent to kill, etc. etc., a revolver at the head of one Hans Didemdorff. A trip was made to the justice, and the gentleman submitted to be searched, and there truly enough was discovered the pistol, but unfortunately for Hans, it was found to be made of pottery, and to be of the kind known as a pocket pistol, and on withdrawing a cork from its mouth very good Bourbon escaped therefrom. The gentleman now proposes to prosecute Hans for swearing that his pocket-pistol was a revolver. Hans had to pay costs, and says he now wants to go fight mit Sigel.

*THE SAFETY OF DR. LIVINGSTONE.*

Sir Roderick Murchison's letter of the 24th ult. to the London *Times*, respecting the safety of Dr. Livingstone, was as follows:—

I heartily rejoice to announce to the public that I have this morning received a letter from Dr. Kirk, at Zanzibar, dated the 8th of December, 1870, which has relieved me from all anxiety respecting the fate of my illustrious friend Livingstone.

Dr. Kirk had just received a letter from the great Arab Sheik Said of Uny-amyembe, dated 16 Rabea el Akbar, which, being translated, is to this effect:—"After compliments, your honored letter has reached, and your friend has understood it. The people (that is, of a caravan sent from Zanzibar) arrived in good health, and are going on to Ujiji to our friend the Doctor. The news of him is that he has not yet returned from Manimes (?) (the Arabic word is spelt in three different ways), but we expect him soon, and probably he and the people with supplies will reach Ujiji at the same time." Dr. Kirk adds:—"At all events, on his arrival at Ujiji, from his western journey, he will have goods for his present wants. The new gang of men with fresh goods has set out, and, the road being free, we may hope they will reach quickly and safely."

We now learn for the first time that Livingstone had made an extensive journey to the west of Lake Tanganyika, and this accounts for the long-continued absence of all information respecting him.

Any letters that Livingstone may have written and confided to jealous Arabs have probably either been destroyed by them or lost with some of the caravans that perished on the journey to the coast during the cholera epidemic.


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Managers of the other Theatres, and members of the theatrical profession in Philadelphia, are cordially invited to co-operate in the matter.

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CHARLES W. BROOKE, ESQ., WILL LECTURE at CONCERT HALL for a benevolent object on TUESDAY EVENING, the 14th inst. Subject—"Irish Bards and Ballads." Admission, 50c. 2 7 6t

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THE

AMERICUS CLUB'S

ANNUAL BALL,

ACADEMY OF MUSIC,

FEBRUARY 13, 1871.

CARDS OF ADMISSION, FIVE DOLLARS.

To be had at the CONTINENTAL HOTEL NEWS STAND, TRENWITH'S, No. 614 CHESNUT Street, and GILLINGHMM'S, corner of FIFTH and LOUST. 2 9 4t

AMERICAN ACADEMY OF MUSIC. THIS (Friday) EVENING, Feb. 10, Last night but one of the GRAND ENGLISH OPERA SEASON. BENEFIT OF MR. WILLIAM CASTLE. Only time, and first time here in English, of Beethoven's only Opera, FIDELIO, which has proved one of the greatest successes of this excellent combination. WILLIAM CASTLE, HENRI DRAYTON, ARTHUR HOWELL, JOHN CHATTERSON, Mrs. C. R. BERNARD, and Miss ROSE HERSEE, all in the cast. Between the first and second acts the celebrated Leonora Overture will be performed by the Grand Orchestra, which will be considerably augmented for this performance. See other advertisement for the great attractions to-morrow. TO-MORROW (SATURDAY)—GALA FAREWELL MATINEE. IMMENSE PROGRAMME. All the great Double Company appear. MOZART, VON WEBER, VON FLOTOW. The glorious second act of Marriage of Figaro. Second act of Der Freischutz. Second act of Martha. This immense programme, the greatest ever presented by this company, is selected as presenting in favorite numbers all of the members of the Great Company. SATURDAY NIGHT—FAREWELL NIGHT. FAUST—IN GERMAN, with the great original cast:— CASTLE, CAMPBELL, ROSE HERSEE, ANNIE KEMP BOWLER. GRAND MILITARY PAGEANT in the Fourth Act. AN IMMENSE BRASS AND REED MILITARY BAND. Additional Chorus. Extra Grand Orchestra. A thoroughly delightful performance of this very popular Opera. SECURE YOUR SEATS. The continued indisposition of Herr Hermans precludes the possibility of giving the Opera in German. Admission, $1; Secured Seats, 50 cents extra; Family Circle, 50 cents; Amphitheatre, 25 cents. Seats secured at the Academy and at North's Music Store.

AMERICAN ACADEMY OF MUSIC. TWO MORE GRAND CONCERTS BY THEODORE THOMAS' UNEQUALLED CONCERT ORGANIZATION WEDNESDAY EVENING, Feb. 15. THURSDAY EVENING, Feb. 16. The public is respectfully informed that arrangements have been completed to give two additional GRAND CONCERTS, On WEDNESDAY EVENING, Feb. 15, and THURSDAY EVENING, Feb. 16, Mr. Thomas will be assisted by the celebrated Pianist, MISS ANNA MEHLIG, and his UNRIVALLED ORCHESTRA, many of whom are EMINENT SOLOISTS. The programmes will be entirely new. On Wednesday evening, in compliance with numerous requests, will be performed the entire SYMPHONY No. 6, PASTORALE.....Beethoven Admission Tickets.....One Dollar Reserved Seats.....Fifty Cents Extra Family Circle.....Fifty Cents Gallery.....Twenty-five Cents SPECIAL NOTICE.—Subscription Tickets for Two Concerts, including Reserved Seats, Two Dollars. Can be obtained on Thursday and Friday, February 9 and 10, at F. A. North & Co.'s, Music Store only, No. 1026 Chesnut street. The regular sale of Reserved Seats and Tickets will commence on Saturday, the 11th, at F. A. North & Co.'s Music Store, No. 1026 Chesnut street, and at the Box Office, of the Academy. Full programmes can be obtained at the Ticket Office and principal Music Stores. 2 6tf

MRS. JOHN DREW'S ARCH STREET THEATRE. Begins at 8 o'clock. GREAT SUCCESS—CROWDED HOUSES. THIS (Friday) EVENING, Feb. 10, BENEFIT OF MISS LYDIA THOMPSON. SINBAD THE SAILOR. LYDIA THOMPSON AS SINBAD, aided by the full Troupe. TO-MORROW (SATURDAY) AFTERNOON, MATINEE—SINBAD—AT 2 O'CLOCK. MONDAY, Feb. 13—PARIS.

WALNUT STREET THEATRE. FAREWELL BENEFIT OF MR. JOHN S. CLARKE (Prior to his departure for Europe). THIS (Friday) EVENING, Feb. 10, Coleman's comedy, in five acts, of THE HEIR-AT-LAW. Dr. Pangloss, LL.D., and A. S. S.....J. S. CLARKE To conclude with the great Farce of WADDY, THE FAT BOY. Master Waddy.....Mr. JOHN S. CLARKE SATURDAY—Farewell appearance of Mr. CLARKE.

E. L. DAVENPORT'S CHESNUT STREET THEATRE. E. L. DAVENPORT.....Lessee and Manager THIS EVENING, Joseph C. Foster's grand spectacular drama of the OLD MAN OF THE MOUNTAIN, replete with gorgeous effects in every department, and the characters filled by DAVENPORT'S DOUBLE STAR COMPANY. Tickets secured in advance at Abel's Dramatic Repository, No. 1211 Chesnut street, from 9 until 4 o'clock.

GRAND ENGLISH OPERA COMBINATION. SPECIAL NOTICE. All matters concerning the business of the present week of opera, except upon the benefit nights announced, are respectfully referred to the Management of the German Company, represented here by Mr. LEONARD GROVER, who has purchased all our interest in the receipts of the week, except as above stated. C. D. HESS & CO., Proprietors and Managers Grand England Opera Combination, 2 6 tf

MANNERCHOIR BAL MASQUE AT THE ACADEMY OF MUSIC, TUESDAY, February 14. One-half of the proceeds will be appropriated to the assistance of the sufferers in the French and German war. Cards of Admission $5, admitting a gentleman and one lady. Extra lady's ticket $1 each, to be had at L. Meyer's, No. 1415 Chesnut street; Lee & Walker's, No. 922 Chesnut street, Continental Hotel, H. T. Schmidt's, No. 610 Arch street; J. A. Payne, No. 219 S. Broad street, Andre & Co., No. 1104 Chesnut street, and at F. A. North & Co.'s, No. 1026 Chesnut street. 1 16 tf14

ASSEMBLY BUILDINGS. THE WONDERFUL TWO-HEADED GIRL COMBINATION have been induced to stay ONE WEEK LONGER (ONLY), to give THE THOUSANDS who have been unable, or declined to visit the receptions in consequence of the crowd, an opportunity to attend. Receptions from 2 to 5 and 7 to 10 P. M. Admission, 25 cents; Children, 15 cents. 2 10 3t*

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# Evening Telegraph

PUBLISHED EVERY AFTERNOON (SUNDAYS EXCEPTED), AT THE EVENING TELEGRAPH BUILDING, No. 108 S. THIRD STREET, PHILADELPHIA.

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FRIDAY, FEBRUARY 10, 1871.


☞ THE EVENING TELEGRAPH, from its original establishment, has been in the receipt of telegraphic news from the New York Associated Press, which consists of the *Tribune, Times, Herald, World, Sun, Journal of Commerce, Evening Post, Commercial Advertiser*, and *Evening Express*. The success which has attended our enterprise is, in itself, a sufficient evidence of the freshness, fullness, and reliability of the news which we have received from this source. Last March we entered into a special contract by which THE EVENING TELEGRAPH has the *exclusive* use of the news furnished in the afternoon by the Associated Press to its own members, the *North American, Inquirer, Ledger, Press, Age, Record*, and *German Democrat*, of this city, and the leading journals of the East, North, West and South; and hereafter THE TELEGRAPH will be the *only evening paper published in this city* in which the afternoon despatches of the Associated Press will appear.

☞ The earliest regular edition of THE EVENING TELEGRAPH goes to press at 1½ o'clock, and the subsequent regular editions at 2½, 3½, and 4½. Whenever there is important news of the progress of the European war, extra editions will be issued after this hour, and before the regular time for the early edition.

### *THE FISHERIES, ALABAMA CLAIMS, ETC.*

WE published yesterday, exclusively, among the evening journals of Philadelphia, full details of the important correspondence relating to a new method for adjusting the questions at issue with Great Britain, which was sent to the Senate by the President, as well as the names of the American commissioners. This correspondence, and the prompt action taken by both governments in appointing commissioners, indicate that we may be on the eve of a settlement of all irritating questions. It is a hopeful sign that the negotiations are to be conducted at Washington instead of London, for repeated failures to arrive at satisfactory conclusions at the British capital indicate that its atmosphere is not conducive to acceptable negotiations. Of our two latest ministers at the Court of St. James, one (Reverdy Johnson) was overwhelmed by British blandishments, while the other (Motley) took the opposite course of making extreme and unnecessarily offensive demands.

We shall soon see whether the air of Washington proves more favorable and auspicious. It will at least possess one advantage, for it will afford opportunities for promptly testing American sentiment as the negotiations progress, and for ascertaining what will, and what will not, be likely to be ratified by the Senate.

The idea of appointing a joint high commission, and of having it deliberate at Washington, originated with the British Government, but they only proposed to confine its action to the fishery question and other questions affecting the relations between the United States and the New Dominion. The American Government at once assented to the proposition, provided the commission would also be empowered to settle the Alabama claims, etc. The British Government, in response, said the commission might also consider the Alabama claims, provided "all other claims, both of British subjects and citizens of the United States, arising out of acts committed during the recent civil war in this country, are similarly referred to the same commission." The last proposition was assented to by the President, with the suggestion or proviso that "the high commissioners shall consider only such claims of this description as may be presented by the Governments of the respective claimants at an early day to be agreed upon by the commissioners."

A wide scope is thus given to the commission, and although it is impossible to foreshadow with precision the course of its proceedings, it is probable that the representatives of Great Britain will aim at the following objects, viz:—1. To insure a restoration of the Reciprocity treaty, establishing practical free trade between the United States and Canada. 2. To establish against our Government, as an offset to the Alabama claims, a claim of the British holders of the Confederate bonds sold in England during the war, to the amount subscribed by them in whole or part; and also the claims of sundry British merchants, ship-owners, etc., who allege that they have made over-payments to or lost money by the action of the American Government.

On the other hand, the American commissioners will probably resist, under all contingencies, a recognition in any shape of the British Confederate loan; they will probably give but little encouragement to any scheme for a renewal of a reciprocity treaty; and they will endeavor to get as liberal an allowance for the Alabama claims and as good facilities for American fishermen in the British fishing grounds as possible.

Both countries will be ably represented, and a skilful discussion of the questions at issue may be anticipated.

### *LEAGUE ISLAND.*

IN the National House of Representatives yesterday there was a general discussion with regard to improvement of our navy yards, and the claims of League Island obtained incidentally a favorable mention. Several of the members who expressed their views on the subject of increasing the navy yard facilities of the Government were strongly in favor of reducing the number of the yards and increasing the capacity of those retained. This is really a very serious matter, and it should receive from Congress much more attention than it ever has yet. The advantages of the League Island site, for instance, are indisputable, and if a great naval depot is established there half a dozen of the present yards can early be dispensed with, while the efficiency of an immense depot, such as is proposed for League Island, will be infinitely greater than that of all the present navy yards put together. A naval depot at League Island, enjoying, as it will, unsurpassed facilities for obtaining coal, iron, and timber, will be worth more in increasing the real power of the navy as a means of national defense than if the present number of vessels were to be doubled, and, what is a secondary but, nevertheless, a highly important consideration, it will afford an opportunity for the establishment of a Government school for engineers, such as is now almost impracticable. Congress owes it to the country, as well as to the city of Philadelphia, which donated League Island to the Government, to consider this matter seriously, and we hope that the present session will not be allowed to pass away without some measures being adopted for commencing the work of putting League Island in condition.

THE letter of Henry D. Moore, Collector of the Port of Philadelphia, explaining his action in the Custom House case complained of in the Annual Report of the Executive Council of the Board of Trade, leaves no room for doubt of the wisdom and justice of the action of the Philadelphia Custom House. Mr. Moore, in the instance referred to, did right, as was proved by the subsequent decision of the Secretary of the Treasury, and the order issued by him, directing the New York Custom House to follow the rule laid down by the Philadelphia Custom House.

There is only too much reason to believe that imports are frequently undervalued, or subjected to too small an amount on account of duty at the New York Custom House. It is a sink-hole of iniquity, and its officers acted unjustly in the matter which gave rise to the complaint under consideration. But the true way to arrest such evils, which are of constant occurrence, is not to complain of officials of other ports who do their duty, as Mr. Moore did his, but to employ every possible means to purify the New York Custom House and to so disseminate its enormous business among the various custom-houses of the country that time and opportunities will be afforded for an honest and faithful enforcement of all the provisions of the tariff.

IT is an inherent part of republican government that representation must be in accordance with the numbers represented. Why should not this principle be extended to the partisan action of the Republican party, as well as to the election of members of Congress and members of the State Legislature? If it was resisted, in its application to Congress and the State Legislature, the people would speedily redress such an infamous wrong. Philadelphia would never consent, for instance, that she should send no more members to Washington or Harrisburg than Delaware county. Yet, in the new rules for the government of the Republican party of Philadelphia, a similar wrong is to be perpetuated—the voice of a great majority of Republicans is to be stifled by slender minorities—and one Republican in the Fourth ward is to be given as much power in city conventions as ten Republicans in the Tenth ward. This is not right, and all wrongs carry with them an appropriate punishment.

THE ESCAPE of "Curley" Harris, a noted Philadelphia offender, from the clutches of Chief of the Philadelphia police, two detectives, and a high constable, the particulars of which are duly recorded in our local columns, has rarely been equalled in ingenuity and daring on his part, and in ineffective watchfulness on the part of his captors. Jack Sheppard is fairly outdone by "Curley" Harris, while the picked men of our model police force figure as worthy descendants of the ancient officials whose grasp was easily eluded by the thieves of the olden time. Philadelphia may continue to boast of the sharpness of her lawyers, perhaps, but she can't brag much of her bank-watchmen or her policemen.

## THE FINE ARTS.

### The Second Art Reception at the Union League House.

The second art reception at the Union League House which opened last evening, and which will continue this and to-morrow evenings, is superior as an exhibition to the first one. There are no pictures of equal importance with Mr. Knight's "Othello" or Mr. Moran's "Staying of the Waters," but the general average is much higher, and the interest of the exhibition is increased by the presence of a goodly number of superior works from some of the best American artists outside of Philadelphia. Indeed, our own painters have hardly done themselves justice, as many of the most celebrated of them have not contributed anything, and others exhibit only works of minor importance. There are, nevertheless, some exceedingly creditable specimens of Philadelphia art, and the exhibition altogether is one of much interest.

Among the Philadelphia artists Mr. James Hamilton is entitled to the precedence, on account of the intrinsic qualities of his works. These are five in number, a view of "Boston Harbor," and "The Finding of Perdita," from Shakespeare's *Winter's Tale*, being especially entitled to notice. These pictures have all that poetical sentiment that Mr. Hamilton more than any American painter can put into his work, and that gives dignity to his most careless performances. The two pictures in question are muddy in color, for Mr. Hamilton seems incapable of painting with a clean palette, but they are imaginative, and imagination is a quality that excuses faults of style and execution.

Mr. E. Moran, our other marine painter, contributes only a series of proofs of lithographic drawings. These, however, have many charming qualities, and their small size should not prevent their receiving examination.

Among the marines entitled to special notice is a beach scene by Mr. Robert Craig, which he entitles "The Verge of the Salt Flood," from *Timon of Athens*. To say that it is an excellent picture from the brush of an amateur would not be doing it justice, as it is entitled to rank with the best works of its class in the exhibition. Mr. Craig is a pupil of Mr. E. Moran, and yet there is but little trace of that artist's style in this picture. On the contrary, it would easily at first glance be taken for the work of Mr. W. T. Richards, but on closer inspection it will be found to have a character of its own that is distinct from the style of the last-named artist. There is a slight hardness in the drawing of the waves and a woolliness in the foam that are not exactly nature, but with these exceptions the picture is one of great beauty and of remarkable artistic merit.

While referring to amateur work, a word of praise may be bestowed upon a landscape—"The Head Waters of the Delaware"—by F. F. Mackay, which, considering that it is not from the brush of a professional artist, is a highly creditable performance.

Professor Schussele contributes a canvas of goodly size, filled with carefully-painted figures, representing "A Fair near Strasburg, Alsace." This picture is in Professor Schussele's best style, and is one of the most attractive works he has lately exhibited.

From the brush of Mr. D. R. Knight there are three pictures entitled "The Maid of Honor," "The Reformer," and "Old Letters." The first of these is a charming study. The young lady sits with a certain primness, but all impression of want of ease or stiffness is done away with by the sweet, half-smiling expression the artist has given to the countenance. The background is somewhat formal, and its red color is not altogether agreeable, but with these exceptions the picture is a very pleasing one. "The Reformer" is a strong life-size study of an old man's head, and "The Old Letters" is a bit of sentiment in Mr. Knight's best manner.

Another fine figure study is the "Sailor Boy," by Mr. George W. Pettit, a suggestion from "Childe Harold." The head and hands of the figure are beautifully painted, and the head is finely expressive. The other portions of the picture are too black.

Mr. E. D. Lewis has several works which do not differ materially from ninety-nine out of every hundred pictures he has painted for the last ten years. They show talent but no study, and they might be considered good if Mr. Lewis had never before painted anything like them. They are entitled "Cienfuegos and the Trinidad Mountains," "The Cambria," and "Dome Island, Lake George."

From the easel of Mr. J. L. Williams there are a couple of landscapes, entitled "Lake Avernus and the Island of Capri" and "Lake Lucerne and Mount Pilatus," which are chiefly remarkable for the pearly atmospheric effects, in which this painter excels.

Mr. F. De B. Richards exhibits four landscapes, which, with the exception of a view of "The Valley of Hasli, Meyringen, Switzerland," are not remarkable for merit. This is hard in its outlines—the greatest fault in Mr. Richards' style—but otherwise it is a superior work.

Mr. Joseph John has two pictures, "Angelic Messengers" and "Beautiful Snow," which are characterized by a certain semi-religious sentimentalism we do not like, although it has its admirers. Both of these paintings are executed in the delicate and careful style for which this artist is celebrated.

Among the landscapes is a very beautiful bit of woodland by Mr. W. H. Willcox, entitled "The Trysting Place," and a couple of clever works by Mr. T. J. Fennimore, representing "A Scene on the Juniata" and "The Banks of the Sace," which are worthy of attention.

"Signing the Contract," from Scott's "Bride of Lammermoor," by P. F. Wharton, is an ambitious performance, in which the artist has somewhat overestimated his strength. The painting in the background is meritorious, but the figures are badly drawn, and the whole work lacks tone.

"Beware," by Mr. A. G. Heaton, from Longfellow's poem, is good in expression, but it is hard in outline and crude in color.

Mr. Heaton has scarcely done himself justice in this picture, and a couple of pen-and-ink drawings by him, entitled "The Sleigh Ride" and "The Great Dipper," have much more merit.

The sculpturesque branch of art is represented only by several portrait busts in terra-cotta by Mr. J. Obermeier. These are very spirited, and the portraits of Professor Longfellow and Daniel Dougherty, Esq., are excellent likenesses.

Among the New York pictures most prominent are "A View Among the Black Hills," a strong, vigorously painted landscape, and "Fire at Sea," a piece of firelight and moonlight effect somewhat similar to the "Mount Vesuvius" of the same artist, by Mr. A. Bierstadt. There is little refinement in these works, but they are undoubtedly effective.

Mr. De Haas contributes a fine marine sketch entitled "Sunset after the Storm," which is one of the best, if not the best, of his performances that has lately been exhibited in this city.

Mr. S. J. Guy exhibits a beautiful specimen of manipulation, which he designates "Preparing for a Roast." It represents a youngster making a fire for the purpose of cooking potatoes, and the picture, both in subject and execution, is one of the most pleasing in the collection.

From the easel of Mr. Jervis McEntee, who deservedly holds a very high rank among the American landscapists, there is an Italian subject, the "Ruins of the Palace of the Cæsars."

Mr. J. M. Hart has a fine, bold "Study of Birches;" Mr. K. Van Elten "A Landscape in Connecticut;" Mr. J. C. Nichol a view on "Cape Ann;" Mr. J. F. Kensett a "View of Indian Falls;" and Mr. George Inness a couple of poetical little landscapes, entitled respectively "Wood Scene" and "Grain Field."

Besides the pictures mentioned there are several excellent portraits and quite a number of landscapes, genre pictures, studies and drawings in crayon and water color, which have merit, but which we have not the space to notice in detail.

## AMERICAN TONNAGE.

**Maritime Reciprocity with Great Britain.**

A chart prepared by Mr. Joseph Nimmo, Jr., illustrating the practical workings of our relations of maritime reciprocity with Great Britain, has just been printed and will accompany his report upon our maritime interests. This chart has been compiled from the commercial statistics of the United States and of the British empire from 1856 to 1870, the most recent statistics of the British empire having been furnished by Mr. Adam Badeau, United States Consul General at London, for the purposes of this report, in compliance with an order of the Secretary of State. The following are the statistical results stated:—

| Year. | Total American tonnage entered at ports of the British Empire. | Total British tonnage entered at ports of the United States. |
|---|---|---|
| 1856 | 2,316,980 | 935,180 |
| 1857 | 2,184,380 | 965,970 |
| 1858 | 2,207,496 | 918,992 |
| 1859 | 2,124,537 | 1,093,047 |
| 1860 | 2,089,397 | 1,260,458 |
| 1861 | 2,121,384 | 1,148,092 |
| 1862 | 2,142,137 | 1,152,685 |
| 1863 | 1,853,778 | 1,338,476 |
| 1864 | 1,384,378 | 1,909,712 |
| 1865 | 1,096,388 | 1,738,663 |
| 1866 | 1,105,857 | 2,410,209 |
| 1867 | 1,231,875 | 2,406,300 |
| 1868 | 1,215,009 | 1,346,741 |
| 1869 | 1,200,000 | 2,662,797 |
| 1870 | .... | 2,789,656 |

That it appears that prior to 1862 the tonnage of American vessels entered at ports of the British empire was double the tonnage of British vessels entered at ports of the United States; but that since 1865 the tonnage of British vessels entered at ports of the United States has been double the tonnage of American vessels entered at ports of the British empire. The report states that the prominent and persistent cause of this complete inversion of the relative shipping interests of the two countries is attributable solely to the changes which steam and iron have wrought both in the vehicles and in the modes of commerce. He therefore raises the question whether the relations of maritime reciprocity which were established especially for the purpose of meeting the requirements of the random sort of trade pursued by sailing vessels should not be very materially modified in order to subserve our interests in the direct commerce pursued by steam vessels. Practical results thus far show that our present relations of maritime reciprocity are all in favor of British steam navigation and all opposed to American steam navigation.


NOTICES.

A LARGE LOT OF ELEGANT READY-MADE CLOTHING, FOR WINTER WEAR, AT VERY LOW PRICES. OVERCOATS. AND SUITS FOR MEN AND BOYS. BARGAINS. BARGAINS. BARGAINS. BARGAINS. BARGAINS. BARGAINS. BARGAINS. BARGAINS.

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From the KENSINGTON NATIONAL BANK, on the night of the 2d of February, 1871, Fourteen Thousand Coupon 6-20s, Jan. and July, 1865:—

| | | |
|---|---|---|
| Nos. 191,169 | 191,194 | 19,998 |
| 191,170 | 191,175 | 19,999 |
| 191,171 | 191,176 | 19,990 |
| 191,172 | 191,177 | 19,991 |
| 191,173 | 19,987 | |

Any information of above communicate to ISABELLA RUSSELL, No. 1529 S. FOURTH Street, or C. T. YERKES, Jr., & Co., No. 20 S. THIRD Street,

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These are considered by connoisseurs the FINEST HAMS sold in the Philadelphia market. We are now taking orders for their delivery in the month of March.

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MARYLAND SUGAR CURED HAMS,
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And other well-known brands, to which we invite the attention of buyers. All of them warranted to give satisfaction or no sale.

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Dealers and Importers in Fine Teas and Groceries of every description,

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HAINES BROS.' PIANOS, BRADBURY'S PIANOS, MASON AND HAMLIN'S CABINET ORGANS, An Elegant Stock at Greatly Reduced Prices.

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No. 923 CHESNUT Street. No. 1018 ARCH Street.

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Steinway & Sons' Grand Square and Upright Pianos.

Special attention is called to their new Patent Upright Pianos, With Double Iron Frame, Patent Resonator, Tubular Metal Frame Action, etc., which are matchless in Tone and Touch, and unrivalled in durability.

CHARLES BLASIUS, WAREROOMS, No. 1006 CHESNUT STREET,

9 13 tfrp PHILADELPHIA.

ALBRECHT, RIEKES & SCHMIDT, Manufacturers of Grand and Square Piano Fortes, recommend their stock of first-class instruments. Every instrument is warranted and prices moderate. 3 4 WAREROOM, No. 610 ARCH Street.

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THE NEW YORK WATCH COMPANY'S WATCHES,

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In presenting their Watches to the American public, we do so with the knowledge that in point of finish and time-keeping qualities they are superior for the price to any Watch made in this country. For sale by

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H. S. TARR & SON'S MANUFACTORY OF Carved and Ornamental Marble Work, GREEN Street, above Seventh,

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COTTON.—MIDDLING FAIR AND MIDDLING Gulfs, Alabama and Uplands, samples, clean stain, etc., for sale by WILLIAM M. GREINER, 1 20 2m No. 109 CHESNUT Street.

SEWING MACHINES.

THE WHEELER & WILSON SEWING MACHINE, For Sale on Easy Terms. NO. 914 CHESNUT STREET, 4 mwf PHILADELPHIA.

ART EXHIBITION.

CINDERELLA,

AN EXQUISITE PICTURE, ILLUSTRATING THE Old Fairy Story, Painted by J. Van Lerius, Antwerp, and for which he received A GOLD MEDAL from the King of Holland.

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BANK ROBBERY!!

Quite a startling affair has transpired, An old Bank circumvented and bied! And by devilish cunning inspired Thieves are daily improving their trade.

Not a house in the land is secure With a safe made but ten years ago! For the scoundrels select what is sure To be entered by jimmy and crow.

But there is a defense against all The devices and skill of the crew, MARVIN'S BURGLAR-PROOF SAFE has a wall Their inventions can never go through.

And let every man see to it NOW, That his money is put in a place Where our Burglar Safe will not allow Any *bogus policeman* a space.

Invulnerable Safes FOR SALE BY MARVIN & CO., No. 721 CHESNUT Street 10 7 fmw6m PHILADELPHIA.

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Clarences, Landaus, Landaulettes, Close Coaches, Shifting qr. Coaches, Coupes, Baroucnes, Phaetons, Rockaways, Etc., SUITABLE FOR PRIVATE FAMILY and PUBLIC USE. Workmanship and finish second to none in the country. Fine and varied stock on hand—completed and in the works. Orders receive prompt and personal attention. All work warranted. 12 21 3mrp

COPARTNERSHIPS.

THE FIRM OF J. E. CALDWELL & expires this day by limitation. PHILADELPHIA, Jan. 31, 1871.

NOTICE. The undersigned have this day entered into Copartnership under the name of J. E. CALDWELL & CO., and will continue the business at No. 902 CHESNUT Street. JAMES E. CALDWELL, RICHARD A. LEWIS, JOSEPH H. BRAZIER, GEORGE W. BANKS, J. ALBERT CALDWELL, HUGH B. HOUSTON. PHILADELPHIA, Feb. 1, 1871. 2 4 6

COAL.

$7·50 FOR SCHUYLKILL STOVE COAL per long ton, delivered.

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With Marble Counters, Large Fire-proof, Letter Press, etc., will be sold cheap for cash good trade.

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FOR RENT—CHESNUT STREET STORE No. 726. Possession March 1. Also, third and fourth stories in same building. Apply to GLENN & CO., No. 726 CHESNUT St. (2d story). 2 6 6

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DISPENSARY FOR SKIN DISEASES, No. 8 S. ELEVENTH Street, is now open daily at 9 o'clock. Patients treated free of charge. S. D. GROSS, M. D., President. Dr. L. A. DUHRING, Attending Physician. 1 30 mwf 6

## MUSICAL AND DRAMATIC.

**The City Amusements.**

AT THE ACADEMY OF MUSIC this evening Mr. W. Castle will have a benefit, when *Fidelio* will be given for the first time in English in this city.

At the matinee to-morrow the third act of *The Marriage of Figaro*, the second act of *Der Freischutz*, and the second act of *Martha* will be given by all the members of the two companies.

To-morrow evening a farewell performance in German of *Faust* will be given.

AT THE WALNUT Mr. Clarke will appear this evening as "Dr. Pangloss," in *The Heir-at-Law*, and as "Waddilove," in the farce of *The Fat Boy*.

There will be a matinee to-morrow, when Mr. Clarke will personate "Asa Trenchard," in *Our American Cousin*.

Mr. Clarke will appear for the last time to-morrow evening.

On Monday, the business manager of the Walnut, Mr. T. J. Hemphill, will have a benefit, for which occasion *Still Waters Run Deep* and *Jessie Brown* are announced.

AT THE CHESNUT the spectacle of *The Old Man of the Mountain* will be represented this evening.

A matinee will be given to-morrow.

AT THE ARCH *Sinbad the Sailor* is announced for this evening.

AT THE AMERICAN the programme to-night will be especially arranged to suit the tastes of ladies and family parties, and no smoking or refreshments will be permitted in the theatre. The Friday night family performances that have been given by Manager Fox since he has been in his new and handsome theatre have proved very popular and have attracted excellent audiences. A variety entertainment that presents a constant succession of novelties, and that combines in a certain sense the attractions of the theatre, circus, and minstrel hall, is undoubtedly more pleasing to a great many intelligent people than any other style of exhibition ever invented. The great object many persons have in visiting a place of public entertainment is simply to kill time in an agreeable manner, and a variety performance where songs, dances, burlesques, acrobatic exhibitions, and other features follow each other in rapid succession, affords pleasure to many whose tastes do not incline to the legitimate drama. Mr. Fox has at the American a large and efficient company, and he is constantly introducing interesting novelties with the idea of making his programmes as fresh and attractive as possible. The family night performances heretofore given have been free from anything offensive, and they have been apparently heartily enjoyed by the large audiences which have attended them.

To-morrow there will be a family matinee, when the same rules will be observed as at this evening's performance.

AT THE ASSEMBLY BUILDING the two-headed girl and other curiosities may be seen this afternoon and evening.

AT THE MUSEUM, Ninth and Arch streets, there will be a dramatic performance this evening. A matinee to-morrow.

MR. CARL WOLFSOHN will give his fifth matinee at the Foyer of the Academy of Music to-day at 4 o'clock.

THEODORE THOMAS and his grand orchestra will give two concerts at the Academy of Music on Wednesday and Thursday of next week. The sale of single tickets will commence to-morrow at the music store of F. A. North & Co., No. 1026 Chesnut street, and at the Academy of Music.

THE MÆNNERCHOR BAL MASQUE, to come off at the Academy of Music on Tuesday evening next, will undoubtedly be a very handsome affair. Great preparations are being made, and a number of new and attractive features will be introduced. It should be remembered that one-half the funds of this ball will be devoted to the relief of the sufferers by the war in Europe.

ROTHERMEL'S picture of "The Battle of Gettysburg" may be seen at No. 1003 Chesnut street.

## CITY ITEMS.

NO MORE MERCURY FOR ME!—"Put them in the fire, my dear," was the advice of Mrs. Macarthy to her son, a bilious and dyspeptic youth who had just brought home *another* box of blue pills. "But what *am* I to take, then, mother?" said he. "Get a bottle of PLANTATION BITTERS," she replied; "I'll guarantee it does you good." He did so; and then another and another. With the third bottle all his unpleasant symptoms vanished. In a letter to a young friend he relates this anecdote, and winds up with "No more mercury for me!"

WHITCOMB'S ASTHMA REMEDY—Sure cure.

MR. WILLIAM W. CASSIDY, the jeweller at No. 8 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

INTERESTING TO LADIES.—"We have had a Grover & Baker Sewing Machine in use for twelve years, and it has never been to the office to have any repairs in that time. I consider it superior to any other make, as it has always given entire satisfaction. MRS. S. PEROT,

"No. 1406 Master street, Philadelphia."

FOR OYSTERS always "FRESH, FAT, AND INVITING," Stewed, Steamed, Roasted, Panned, Broiled, Fried, and Raw, go to Leach's, northeast corner Ninth and Chesnut. Half peck steamed oysters, 25 cents.

SEA MOSS FARINE from pure Irish Moss, for Blanc Mange, Puddings, Custards, Creams, etc. etc. The cheapest, healthiest, and most delicious food in the world.

BEDDING, best in the city, lowest price, and guaranteed, by ALBERTSON & Co., No. 1435 Chesnut street.

BURNETT'S FLORIMEL.—An exquisite perfume.

## MARRIED.

PETERSON—CANNELL.—On Wednesday, February 8th, at All Saints' Church, Lower Dublin, by the Rev. F. W. Beasley, D. D., assisted by the Rev. Dr. Weld, T. HOWARD PETERSON to MARY, daughter of S. W. Cannell.

SANVILLE—DUFFY.—At Chester, on the 5th instant, by the Rev. Aug't T. Bobson, Mr. CHARLES P. SANVILLE to Miss MARY DUFFY.

WATKINS—CRESS.—On December 20th, 1870, by Rev. A. B. Reimensnyder, Mr. S. W. WATKINS to Miss LIZZIE H. CRESS.

## DIED.

LUKENS.—On the 7th instant, GEORGE W., son of Joseph and Sophia B. Lukens, aged 10 months 2 weeks and 2 days.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his parents, No. 1 Tappan place, Green street, above Seventh, on Sunday morning, 12th instant, at 8 o'clock. To proceed to Boehm Church, Montgomery county, Pa.

MESSCHERT.—On Wednesday, the 8th instant, at his country seat, near Douglassville, Berks county, Pennsylvania, HUIZINGA MESSCHERT, in his 63d year.

His relatives and friends are respectfully invited to attend his funeral, from Dr. James Kitchen's, No. 715 Spruce street, on Tuesday morning, the 14th inst., at 11 o'clock, without further invitation. The funeral will proceed to Ronaldson's Cemetery. ****

## SPECIAL NOTICES.

☞ FLATTERING ENCOMIUMS ARE received of the Letter press Copies from Printing executed at HELFENSTEIN & LEWIS' Printing House, FIFTH and CHESNUT. 1t

☞ DR. F. R. THOMAS, No. 913 WALNUT ST., formerly operator at the Colton Dental Rooms, devotes his entire practice to extracting teeth without pain, with fresh nitrous oxide gas. 11 17§

☞ JOUVIN'S KID GLOVE CLEANER restores soiled gloves equal to new. For sale by all druggists and fancy goods dealers. Price 25 cents per bottle. 11 28mwf§

☞ MERCANTILE LIBRARY HALL.

LECTURE BY J. A. McGINLEY, A. M.

Subject—"POMPEII, PAST AND PRESENT."

MONDAY EVENING, February 13, at 8 o'clock.

Tickets 50 cents; to be had at Gould & Fischer's, No. 923 Chesnut street, and at the Library. 2 9 4t*

## SPECIAL NOTICES.

☞ MERCHANT TAILORING.

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MERCHANT TAILORING.

☞ ACADEMY OF MUSIC.

THE STAR COURSE OF LECTURES.

SEASON OF 1870-71.

SECOND SERIES.

T. B. PUGH has the honor to announce that the SECOND SERIES of THE STAR COURSE OF LECTURES will be given in the following order:—

OPENING LECTURE.

1. Monday Evening, February 20,
WENDELL PHILLIPS.
Subject—Street Life in Europe.
2. Thursday Evening, February 23,
JAMES E. MURDOCH.
Subject—An Actor's Views and Impressions of the Character of "Hamlet," illustrated by remarks and readings.
3. Monday Evening, February 27,
MISS LILLIAN S. EDGARTON.
Subject—Marriage and Divorce.
4. Thursday Evening, March 2,
JOSH BILLINGS.
Subject—Natural History.
5. Monday Evening, March 13,
DANIEL DOUGHERTY.
Subject—Oratory.
6. Thursday Evening, March 16
REV. E. H. CHAPIN, D. D.
Subject—Modern Chivalry.
7. Monday Evening, March 20.
A. MINER GRISWOLD (Humorous).
(The Fat Contributor.)
Subject—Injun Meal.
8. Thursday Evening March 23,
GENERAL KILPATRICK.
Subject—Battle Scenes of the Rebellion (including a graphic description of Lee's raid into Pennsylvania.)
9. Monday Evening, March 27,
MRS. CADY STANTON.
Subject—The True Republic.
10. Thursday Evening, March 30,
GRAND CONCERT BY THE MENDELSSOHN QUINTETTE CLUB OF BOSTON, and other musical attractions.

ADMISSION TO EACH LECTURE.....50 CENTS
RESERVED SEATS.....25 CENTS Extra
RESERVED SEATS for the Series of Ten Lectures (transferable), $5.

TWO DAYS' SALE OF SEASON TICKETS.

The sale of Reserved Season Tickets will commence on MONDAY MORNING, February 13, at Gould & Fischer's Piano Rooms, No. 923 CHESNUT Street, and will continue two days, after which no more tickets at season prices will be sold.

The sale of Reserved Seats to any of the single Lectures will commence on WEDNESDAY MORNING, February 15. [2 9

Ticket Office open daily from 9 A. M. to 6 P. M.

☞ DISPENSARY FOR SKIN DISEASES, NO. 216 S. ELEVENTH Street.

Patients treated gratuitously at this institution daily at 11 o'clock. 1 14

☞ COAL OIL—HOW AND WHEN FORMED?—PROFESSOR GUNNING'S LECTURE AT HARMONIAL HALL, ELEVENTH and WOOD Streets, THIS EVENING, at 8 o'clock.

Tickets, 25 cents; five lectures, 75 cents. 1t*

☞ INSTEAD OF USING COMMON TOILET Soap at this season of the year, use "Wright's Alcenated Glycerine Tablet of Solidified Glycerine." It softens the skin, prevents redness and chapping by cold, and beautifies the complexion.

For sale by Druggists generally.

R. & G. A. WRIGHT,

1 6 fmw26t No. 624 CHESNUT St., Philad'a.

☞ THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA.

COMPANY'S BUILDING, No. 409 WALNUT STREET, January 2, 1871.

The Directors have this day declared a dividend of THREE PER CENT. on the capital stock of the Company for the last six months, payable on demand, free of all taxes. ALEX. W. WISTER,

1 2tf Secretary.

☞ BATCHELOR'S HAIR DYE.—THIS SPLENdid Hair Dye is the best in the world, the only true and perfect Dye. Harmless—Reliable—Instantaneous—no disappointment—no ridiculous tints—*"Does not contain Lead nor any Vitalic Poison to injure the Hair or System."* Invigorates the Hair and leaves it soft and beautiful; Black or Brown.

Sold by all Druggists and dealers. Applied at the Factory, No. 16 BOND Street, New York. [4 27 mwf]

☞ THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA

Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable,

D. T. GAGE,

5 30 tf No. 118 MARKET St., General Agent.

☞ UNION LEAGUE HOUSE, BROAD Street.

PHILADELPHIA, Feb. 4, 1871.

The Second Art Reception will occur at the Union League Building on the evenings of THURSDAY, FRIDAY and SATURDAY, Feb. 9, 10 and 11, from six to eleven o'clock. Members can obtain a limited number of tickets by personal or written application at the office. GEO. H. BOKER, Chairman.

February 6, 1871. 2 6 6t

☞ THE FIDELITY INSURANCE, TRUST, AND SAFE DEPOSIT CO.

PHILADELPHIA, Feb. 1, 1871.

The Stated Annual Meeting of the Stockholders of this Company will be held at its Office, Nos. 329 and 331 CHESNUT Street, on TUESDAY, the 14th instant, at 12 o'clock M., for the election of a Board of Directors for the ensuing year, and for the transaction of such further business as may come before them. R. PATTERSON,

2 2 10t Secretary.

☞ CITY TREASURER'S OFFICE.

PHILADELPHIA, Feb. 2, 1871.

The premium on Gold Interest on City Loans of July, 1870, will be paid in currency on and after February 6, 1871.

JOSEPH F. MARCER,

2 2 City Treasurer.

☞ OFFICE OF THE DELAWARE DIVISION CANAL COMPANY OF PENNSYLVANIA, No. 303 WALNUT Street.

PHILADELPHIA, February 7, 1871.

The Managers have declared a dividend of FOUR PER CENT., free from taxes, payable at the office on and after the 15th instant. E. G. GILES,

2 8 5t Treasurer.

☞ OFFICE OF THE PENNSYLVANIA RAILROAD COMPANY,

PHILADELPHIA, Feb. 1, 1871.

NOTICE TO STOCKHOLDERS.—The annual meeting of the Stockholders of this company will be held on TUESDAY, the 21st day of February, 1871, at 10 o'clock A. M., at CONCERT HALL, No. 1219 CHESNUT Street, Philadelphia.

The Annual Election for Directors will be held on MONDAY, the 6th day of March, 1871, at the office of the Company, No. 238 S. THIRD Street

JOSEPH LESLEY,

2 1 17t Secretary.

## GAS FIXTURES.

**CORNELIUS & SONS,**

MANUFACTURERS OF

**GAS FIXTURES**

Wholesale and Retail

Salesrooms,

**No. 821 CHERRY Street**

PHILADELPHIA.

We have no store or salesroom on Chesnut street.

1 16 2m5p CORNELIUS & SONS

## FINANCIAL

**TREASURY DEPARTMENT,**

WASHINGTON, February 4, 1871.

PUBLIC NOTICE IS HEREBY GIVEN THAT BOOKS WILL BE OPENED ON THE

**SIXTH DAY OF MARCH NEXT,**

In this country and in Europe, for Subscriptions to

**THE NATIONAL LOAN,**

Under the Act approved July 14, 1870, entitled "An Act to authorize the Refunding of the National Debt," and the Act in amendment thereof, approved January 20, 1871.

The places at which subscriptions may be made and the names of the authorized Agents of the Government will be announced hereafter. The proposed Loan comprises three classes of Bonds, namely:—

First. Bonds to the amount of five hundred millions of dollars, payable in coin, at the pleasure of the United States, after ten years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of five per cent. per annum.

Second. Bonds to the amount of three hundred millions of dollars, payable in coin, at the pleasure of the United States, after fifteen years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of four and a half per cent. per annum.

Third. Bonds to the amount of seven hundred millions of dollars, payable in coin, at the pleasure of the United States, after thirty years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of four per cent. per annum.

Subscribers to the Loan will have preference in the following order, namely:—

First. Subscribers for equal amounts of each class of bonds.

Second. Subscribers for equal amounts of bonds bearing interest at the rate of four and a half per cent., and of bonds bearing interest at the rate of five per cent.

Third. Subscribers for five per cent. bonds.

When a subscription is made the subscriber will be required to deposit two per cent. of the amount thereof, to be accounted for by the Government when the bonds are delivered; and payment may be made either in coin, or in bonds of the United States known as FIVE-TWENTY BONDS, at their par value. The coin received in payment will be applied to the redemption of five-twenty bonds.

The bonds will be registered or issued with coupons, as may be desired by subscribers. Registered bonds will be issued of the denominations of $50, $100, $500, $1000, $5000, and $10,000; and coupon bonds of each denomination except the last two. The interest will be payable in the United States, at the office of the Treasurer, any Assistant Treasurer, or Designated Depositary of the Government.

The bonds of the several classes aforesaid, and the interest thereon, are exempt from the payment of all taxes or dues of the United States, as well as from taxation in any form by or under State, municipal, or local authority.

After maturity, the bonds last issued will be first redeemed, by classes and numbers, as may be designated by the Secretary of the Treasury.

**GEO. S. BOUTWELL,**

2 9 6t SECRETARY OF THE TREASURY.

**SPECIAL NOTICE TO INVESTORS.**

**A Choice Security.**

We are now able to supply a limited amount of the

**Catawissa Railroad Company's**

**7 PER CENT.**

**CONVERTIBLE MORTGAGE BONDS,**

FREE OF STATE AND UNITED STATES TAX.

They are issued for the sole purpose of building the extension from MILTON TO WILLIAMSPORT, a distance of 30 *miles*, and *are secured by a lien on the entire road of nearly* 100 *miles*, fully equipped and doing a flourishing business.

When it is considered that the entire indebtedness of the Company will be less than $16,000 per mile, leaving out their *Valuable Coal Property of* 1300 *acres*, it will be seen at once what an unusual amount of security is attached to these bonds, and they therefore must commend themselves to the most prudent investors. An additional advantage is, that they can be converted, at the option of the holder, after 15 years, into the Preferred Stock, at par.

They are registered Coupon Bonds (a great safeguard), issued in sums of $500 and $1000. Interest payable February and August.

Price 92½ and accrued interest, leaving a good margin for advance.

For further information, apply to

**D. C. WHARTON SMITH & CO.,**

No. 121 SOUTH THIRD STREET,

1 28§ PHILADELPHIA.

**A LEGAL INVESTMENT**

Having sold a large portion of the

**Pennsylvania Railroad General Mortgage Bonds,**

The undersigned offer the balance for a limited period at 95 and interest added in currency.

These bonds are the cheapest investment for Trustees, Executors, and Administrators.

For further particulars, inquire of

JAY COOKE & CO.,
E. W. CLARK & CO.,
W. H. NEWBOLD, SON & AERTSEN.
C. & H. BORIE. [2 1 1m

## FINANCIAL.

**NEW 7 30 GOLD LOAN.**

SAFE! PROFITABLE! PERMANENT!

We offer for Sale at Par, and Accrued Interest, the FIRST MORTGAGE LAND GRANT GOLD BONDS OF THE

**NORTHERN PACIFIC RAILROAD CO.**

These bonds are secured, *first*, by a First Mortgage on the Railroad itself, its rolling stock and all equipments; *second*, by a First Mortgage on its entire Land Grant, being more than Twenty-two Thousand Acres of Land to each mile of Road.

The Bonds are free from United States Tax; the Principal and Interest are payable in Gold—the Principal at the end of Thirty years, and the Interest semi-annually, at the rate of SEVEN AND THREE-TENTHS PER CENT. per annum.

They are issued in denominations of $100, $500, $1000, $5000, and $10,000.

The Trustees under the mortgage are Messrs. Jay Cooke, of Philadelphia, and J. Edgar Thomson, President of the Pennsylvania Central Railroad Company.

These Northern Pacific 7-30 Bonds will at all times before maturity, be receivable at Ten per Cent. Premium (or 110) in exchange for the Company's lands at their lowest cash price.

In addition to their absolute safety, these Bonds yield an income larger, we believe, than any other first-class security. Persons holding United States 5-20s can, by converting them into Northern Pacifics increase their yearly income *one third*, and still have a perfectly reliable investment.

Persons wishing to exchange stocks or other bonds for these can do so with any of our Agents, who will allow the highest current price for ALL MARKETABLE SECURITIES.

**JAY COOKE & CO.,**

Fiscal Agents Northern Pacific Railroad Co.

For sale in Philadelphia by

D. C. WHARTON SMITH & CO.,
No. 121 South THIRD Street.
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1 26 tuwthfs40t

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Dealers in Mercantile Paper, Collateral Loans, Government Securities, and Gold.

Draw Bills of Exchange on the Union Bank of London, and issue travellers' letters of credit through Messrs. BOWLES BROS & CO., available in all the cities of Europe.

Make Collections on all points.

Execute orders for Bonds and Stocks at Board of Brokers.

Allow interest on Deposits, subject to check at sight. 1 2

**ELLIOTT, COLLINS & CO,**

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MEMBERS OF STOCK AND GOLD EXCHANGES.

DEALERS IN MERCANTILE PAPER, GOVERNMENT SECURITIES, GOLD, Etc.

DRAW BILLS OF EXCHANGE ON THE UNION BANK OF LONDON. 2 3 fmw§

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**BANKERS AND BROKERS.**

GOLD AND COUPONS WANTED.

City Warrants

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**Gold, Silver, and Government Bonds**

**At Closest Market Rates,**

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Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc. etc. 9§

## FINANCIAL.

**A RELIABLE**

**Safe Home Investment**

THE

**Sunbury and Lewistown Railroad Company**

**7 PER CENT. GOLD**

**First Mortgage Bonds.**

**Interest Payable April and October, Free of State and United States Taxes.**

We are now offering the balance of the loan of $1,200,000, which is secured by a first and only lien on the entire property and franchises of the Company,

**At 90 and the Accrued Interest Added.**

The Road is now rapidly approaching completion, with a large trade in COAL, IRON, and LUMBER, in addition to the passenger travel awaiting the opening of this greatly needed enterprise. The local trade alone is sufficiently large to sustain the Road. We have no hesitation in recommending the Bonds as a CHEAP, RELIABLE, and SAFE INVESTMENT.

For pamphlets, with map, and full information, apply to

**WM. PAINTER & CO.,**

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Special attention given to the Purchase and Sale of Bonds and Stocks on Commission, at the Board of Brokers in this and other cities.

INTEREST ALLOWED ON DEPOSITS,
COLLECTIONS MADE ON ALL POINTS.
GOLD AND SILVER BOUGHT AND SOLD.

In connection with our London House we are now prepared to transact a general

FOREIGN EXCHANGE BUSINESS,

Including Purchase and Sale of Sterling Bills, and the issue of Commercial Credits and Travellers' Circular Letters, available in any part of the world, and are thus enabled to receive GOLD ON DEPOSIT, and to allow four per cent. interest in currency thereon.

Having direct telegraphic communication with both our New York and Washington Offices, we can offer superior facilities to our customers.

RELIABLE RAILROAD BONDS FOR INVESTMENT.

Pamphlets and full information given at our office,

2 2 3mrp No. 114 S. THIRD Street, Philada.

WE OFFER FOR SALE, AT PAR

**THE NEW MASONIC**

**TEMPLE LOAN,**

**Bearing 7 3-10 interest,**

Redeemable after five (5) and within twenty-one (21) years.

**Interest Payable March and September.**

The Bonds are registered, and will be issued in sums to suit.

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DEPOSIT ACCOUNTS RECEIVED AND INTEREST ALLOWED ON DAILY BALANCES.

ORDERS PROMPTLY EXECUTED FOR THE PURCHASE AND SALE OF ALL RELIABLE SECURITIES.

COLLECTIONS MADE EVERYWHERE.

REAL ESTATE COLLATERAL LOANS NEGOTIATED. [8 27 6m

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## FINANCIAL.

**Wilmington and Reading**

**RAILROAD**

**SEVEN PER CENT. BONDS**

**Free of Taxes.**

**We are offering $200,000 of the Second Mortgage Bonds of this Company**

**AT 82½ AND ACCRUED INTEREST.**

For the convenience of investors these Bonds are issued in denominations of

**$1000s, $500s, and $100s.**

The money is required for the purchase of additional Rolling Stock and the full equipment of the Road.

The road is now finished, and doing a business largely in excess of the anticipations of its officers.

The trade offering necessitates a large additional outlay for rolling stock, to afford full facilities for its prompt transaction, the present rolling stock not being sufficient to accommodate the trade.

**WM. PAINTER & CO.,**

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**FOR SALE,**

**Six Per Cent. Loan of the City of Williamsport, Pennsylvania,**

**Free of all Taxes,**

**At 85 and Accrued Interest.**

These Bonds are made absolutely secure by act of Legislature compelling the city to levy sufficient tax to pay interest and principal.

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SECURITY FROM LOSS BY BURGLARY ROBBERY, FIRE, OR ACCIDENT.

**The Fidelity Insurance, Trust and Safe Deposit Company**

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Capital subscribed, $1,000,000; paid, $600,000.

COUPON BONDS, STOCKS, SECURITIES, FAMILY PLATE, COIN, DEEDS, and VALUABLES of every description received for safe-keeping, under guarantee, at very moderate rates.

The Company also rent SAFES INSIDE THEIR BURGLAR-PROOF VAULTS, at prices varying from $15 to $75 a year, according to size. An extra size for Corporations and Bankers. Rooms and desks adjoining vaults provided for Safe Renters.

DEPOSITS OF MONEY RECEIVED ON INTEREST at three per cent., payable by check, without notice, and at four per cent., payable by check, on ten days' notice.

TRAVELLERS' LETTERS OF CREDIT furnished available in all parts of Europe.

INCOME COLLECTED and remitted for one per cent

The Company act as EXECUTORS, ADMINISTRATORS, and GUARDIANS, and RECEIVE and EXECUTE TRUSTS of every description, from the Courts, Corporations, and Individuals.

N. B. BROWNE, President.
C. H. CLARK, Vice-President.
ROBERT PATTERSON, Secretary and Treasurer.

DIRECTORS.

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THE PHILADELPHIA TRUST, SAFE DEPOSIT AND INSURANCE COMPANY,

OFFICE AND BURGLAR-PROOF VAULTS IN THE PHILADELPHIA BANK BUILDING, No. 421 CHESNUT STREET.

CAPITAL, $500,000.

FOR SAFE-KEEPING of GOVERNMENT BONDS and other SECURITIES, FAMILY PLATE, JEWELRY, and other VALUABLES, under special guarantee, at the lowest rates.

The Company also offer for Rent, at rates varying from $15 to $75 per annum, the renter holding the key, SMALL SAFES IN THE BURGLAR-PROOF VAULTS, affording absolute SECURITY against FIRE, THEFT, BURGLARY, and ACCIDENT.

All fiduciary obligations, such as TRUSTS, GUARDIANSHIPS, EXECUTORSHIPS, etc., will be undertaken and faithfully discharged.

Circulars, giving full details, forwarded on application.

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Dealer in Fine Groceries,

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**ESTABLISHED 1825.**

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**Warm Air Furnaces**

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JOBBING PROMPTLY ATTENDED TO.

## BOARDING.

**1121** GIRARD STREET, BETWEEN ELEVENTH and Twelfth and Chesnut and Market streets. Vacancies for Families and Single Gentlemen. Also, a suit of rooms on the second floor furnished or unfurnished, with first-class board. Also, table board. 10 24

## LITERATURE.

*REVIEW OF NEW BOOKS.*

—From J. B. Lippincott & Co. we have received "Italy," translated from the French of H. Taine by J. Durand, published by Leypoldt & Holt. This is the third edition of one of the most charming books of travel and art criticism published of late years, and it combines in one volume the two that have appeared under the titles of "Rome and Naples" and "Florence and Venice." It is scarcely possible for anything new to be written about Italy, and yet those who have perused the best works of Italian travel will find much excellent entertainment in this work of M. Taine. It is as an art critic, however, that M. Taine is especially worthy of attention, and his description of the great works of ancient and modern art in Italy, with his opinions with regard to them, are in the highest degree interesting and valuable. As an art critic M. Taine certainly has no superior at the present day, and if his writings lack some of the picturesqueness and glowing eloquence of those of Mr. Ruskin, he has a cultivated judgment and a catholic taste that renders his views with regard to the artistic value of the great works of ancient and modern art much more worthy of the consideration of intelligent readers than those of the British critic. The volume before us is not merely an unusually entertaining work for present perusal, but it is one that deserves a place in the library of every cultivated gentleman for future reference on subjects connected with Italian art.

J. B. Lippincott & Co. also send us the seventh volume of the series of "Ancient Classics for English Readers," the subject of which is the writings of Æschylus, by Reginald S. Copleston, B. A. This little handbook gives a critical and explanatory description of the works of the greatest of the Greek dramatists, interspersed with selections from the best translations. It will give general readers an excellent idea of the merits of Æschylus, and it will be a valuable aid even to those who have the time, taste, and inclination to study the famous old Greek plays for themselves, either in the original or in translations.

—Porter & Coates send us "The Snow Man," by George Sand. Translated by Virginia Vaughan, published by Roberts Bros. Some of the writings of George Sand are certainly open to serious objection, but the novels from her pen that have thus far been issued by Messrs. Roberts Brothers have been free from offense, and they have served to make the American public acquainted with some of the most charming performances of a woman who, whatever her faults may be, is one of the greatest fiction writers of the day. The novel before us is a fit companion for those which have preceded it, and as an intensely interesting narrative, constructed with wonderful art, it is sure to find plenty of appreciative readers.

—A pamphlet published by J. B. Ford & Co., New York, which has been sent us, contains two sermons by Rev. Henry Ward Beecher on "The Heavenly State" and "Future Punishment," in which the peculiar views of their author are set forth in a forcible manner.

—From Morris Franck, No. 916 Walnut street, we have received *The Technologist* for February, which contains a variety of valuable articles on scientific and practical subjects.

—The Central News Company, No. 505 Chesnut street, send us the latest numbers of the *St. James Magazine*, *Punch*, and *Fun*.

—From W. S. Turner we have received *Appleton's Journal* and *Every Saturday*.

### *THE ORIGINALS OF DRAMATIC AND ROMANTIC CHARACTERS.*

*From Every Saturday.*

Since the death of Dickens many curious explorers have been industriously at work to discover the "originals" of his most popular characters. Even the name of the fortunate coachman who sat for the portrait of Tony Weller has been confided to the public. In looking over the long list, with its unsuggestive array of meaningless names, we have been specially struck by the statement that Talfourd was meant when Dickens delineated Traddles, in the novel of "David Copperfield." It was generally known that some boisterous element in the talk of Walter Savage Landor gave the hint to which we owe Mr. Boythorn; that some "jaunty" element in the character of Leigh Hunt quickened the imagination of the observing humorist when he drew Harold Skimpole; but none was more eager than Dickens himself to protest against identifying Landor with Boythorn, or Leigh Hunt with Skimpole. It would indeed have been a cruel injustice to suppose that the author of the "Imaginary Conversations" and "Pericles and Aspasia," full as they are of most delicate discernment of life and character, and indicating resources of scholarship and criticism of which Dickens had not the remotest idea, was fairly included in the humorous conception of Boythorn, a man who does not suggest Landor at all to any reader of his works; and as for Leigh Hunt, the bland selfishness and "genial" rascality of Skimpole throw no light on the character of the intrepid reformer who, with all his weaknesses, was as willing to inhabit a jail rather than recant his political principles, who fought the Tories of England during the thirty years when the Tories were all powerful, and who cordially appreciated as a critic the genius of the writers of the party by which he was inhumanly persecuted both as an author and as a man. Still, there might be some slight foundation for Boythorn and Skimpole in Landor and Hunt; what possible basis in the habits and character of Talfourd can be adduced to identify him with Traddles?

At the time David Copperfield meets Traddles, the latter is a briefless lawyer. Now we know perfectly well what were the occupations of Talfourd when he was in that unfortunate condition. He was the keenest interpretative critic of the great English writers of the century—especially of Wordsworth, then contemned as a poet both by Whigs and Tories. There is not the slightest trace of Traddles in Talfourd, as far as we know Talfourd through his early writings. He may have had the charming disinterestedness which Dickens so delightfully sets forth; he may have had the external peculiarities which Dickens so grotesquely caricatures; but an attempt to identify the author of the criticisms on Coleridge, Wordsworth, and Lamb—criticisms whose depth and delicacy Dickens, with all his genius, was hardly competent to appreciate—to identify the author of "Ion"—to identify the accomplished advocate and judge—with the Traddles of "David Copperfield," seems to us the very insanity of research. There is really nothing but a carelessness about the arrangement of the hair, and a simplicity in self-sacrifice which was, we trust, a characteristic of Talfourd, which can by any possibility connect the two.

And this brings us to the heart of the question, How far the hints derived from external observation and reading really serve the great dramatist or novelist in his vital characterization? We have shown that Dickens could not have dreamed of *copying* Landor, Hunt, and Talfourd in Boythorn, Skimpole, and Traddles. He simply used a single peculiarity of their minds, or a single peculiarity of their personal appearance, to build up characters entirely distinct from them in every other *characteristic*.

Indeed, if novelists and dramatists were accustomed to use their friends and acquaintances as subjects to be introduced into their novels and plays, they would be shunned by all decent people as a pestilence is shunned. Nobody but the satirist or the caricaturist pretends to draw from actual models, and even the satirist selects his enemies and not his friends for his caustic reproductions of actual men and women; whilst the caricaturist confines himself, in his worst exaggerations, to persons whose publicity is so notorious that no inquiry is made as to his personal knowledge of his victims.

The most complete information we possess regarding the sources from which a master of characterization drew his materials is found in Scott's prefaces to his own novels. In these prefaces the author of Waverley describes the original of almost every prominent character in his works; but the moment we turn from the description to the representation—from Helen Walker to Jeanie Deans, from Andrew Gemmells to Edie Ochiltree — we discover that we have learned nothing of those processes of genius by which these originals have been transformed into vivid characters, more attractive and more alive than the majority of actual persons whom we every day meet. Helen Walker is the original of Jeanie Deans in some such sense as a block of marble is the original of Story's Sybil. The thing really to be considered is the transformation effected by genius, not the source from which the original suggestion was derived, and of this secret Scott tells us nothing.

Of all novelists of genius Jane Austen is perhaps the closest to actual life and character; but she is still a creator, and not a copyist or photographer. Her characters have souls, though some of them may have very small ones; and to put a soul into an imagined character is the most difficult of all the tasks of genius. She is famous for her clergymen, and these are generally so commonplace as just to escape being characterless. Her art, indeed, is in delineating character without availing herself of its obtrusive peculiarities. In one case she has departed from her ordinary method, and produced a humorous masterpiece. We refer, of course, to the Rev. Mr. Collins, in "Pride and Prejudice." Doubtless some actual clerical sycophant suggested this delicious fool; but if she had merely attempted to reproduce him literally we should have had only a satirical result. But the hint derived from the prototype tickled her sense of humor so keenly that she indulged for once in the very intoxication of mirth, and revelled in her vivid and joy-inspiring conception of clerical folly as Ben Jonson revelled in the conception of Captain Bobadil, and as Dickens revelled in the conception of Tony Weller. The prim perfection of her ordinary clergyman disappears in this masterpiece. Of all her male characters it approaches the nearest to broad caricature; of all her male characters it impresses us the most with a sense of the possibilities of her humorous genius. That it is not a copy, but a creation, is proved by the thorough geniality of the delineation. The original of Mr. Collins was undoubtedly a despised bore; the ideal Mr. Collins is too laughable to be dull, and gives us too much pleasure to be an object of scorn. As the clerical toad necessitates the aristocratic tyrant, the haughty stupidity of Lady Catherine de Bourgh is an artistic result of the sycophantic stupidity of Mr. Collins, and we accordingly have, in "Pride and Prejudice," two characters overcharged with humorous vitality instead of one.

It would be easy to show that every novelist and dramatist who has succeeded in arresting the attention of the world has succeeded by his or her genius, and not by the materials on which the genius was exercised. The attempt to state the "originals" of romantic characters has the fatal defect of overlooking the essential fact to be considered—the originality of the creators.

## A PARALLEL.

**The Present Invasion of France, and the French Invasion of Prussia in 1806.**

*From the Pall Mall Gazette.*

There is a remarkable resemblance in some points between the history of the present campaign of the Prussians in France and that of the French in Prussia in 1806. Indeed, the records of that period might with a change of names be almost taken for stray pages of the war literature of 1870. After the battle of Auerstadt, which was lost by the Prussians chiefly owing to the mismanagement of their generals, and the surrender of Erfurt and Napoleon's entry of Berlin, occurred the capitulation of Prince Hohenlohe and his army, then the retreat of Blucher to Lubeck, the storming of that city, and the surrender of Blucher with the wreck of the forces under his command.

After this the Prussian fortresses fell an easy prey to the French, and then with more reason than now it was said that these fortresses might have held out for some time longer. When Spandau capitulated on the 24th of October, the French observed that, well defended, it might have sustained a siege of two months after the trenches had been opened. Stettin surrendered on the 29th of October, capitulating to the first column of French troops that appeared before it, who found to their surprise that it contained a garrison of 6000 fine-looking troops, 160 pieces of cannon, and abundant magazines of all sorts. Custrin, a place of considerable strength, and of great importance on account of its situation on the Oder, surrendered to Marshal Davoust on the 1st of November, as soon as it was invested and summoned, though its garrison consisted of 4000 men, amply provided with magazines. Magdeburg, the bulwark of the Prussian monarchy on its western frontier, capitulated to Marshal Ney on the 6th of November, after a few bombs had been thrown into the city; and Hameln, the chief fortress of the Electorate of Hanover, had not even that excuse for its surrender on the 20th of the same month. In Magdeburg were found 22,000 troops, including 2000 artillerymen, and in Hameln there was a Prussian garrison of 9000 men, with six months' provisions and stores, and ammunition of every kind. The French general to whom the place was given up had no forces with him except two Dutch regiments and a single regiment of light infantry. In the meantime another inferior army assembled at Wesel, under the command of Louis Bonaparte, the newly-created King of Holland, overran the Prussian provinces of Westphalia, and penetrated into the Electorate of Hanover; and a still smaller corps under General Dandaels took possession of Emden and East Friesland. At Munster and other places valuable magazines fell into the hands of the invaders, and no resistance was anywhere made to them. Hameln, as before stated, was given up to General Savory, and Nieuberg, the last place of the Electorate held by the Prussians, capitulated a few days afterwards (viz., on the 25th of November). The surrender of Plassenberg, a small fortress in the territory of Bayreuth, completed the conquest of the Prussian fortresses in Germany to the west of the Oder. Then, as now, there was for a few days some hope of an armistice. After the battle of Auerstadt, Lucchesini was despatched by the King of Prussia to the French headquarters to negotiate peace, and on arriving there on the 22d of October, Duroc was named by the French Emperor to negotiate with him. At first the Prussian Minister was amused with hopes of concluding a peace on the terms which he was authorized to offer; but as the situation of his sovereign became every day more desperate by the capture of his armies and surrender of his fortified places, the demands of the French rose in proportion, and at length Napoleon explicitly declared that he would never quit Berlin nor evacuate Poland till Moldavia and Wallachia were yielded by the Russians in complete sovereignty to the Porte, and till a general peace was concluded on the basis of the restitution of all the Spanish, French, and Dutch colonies and possessions taken by Great Britain during the war. With this declaration all hopes of peace vanished; instead of which an armistice was proposed by the French, and after much fruitless negotiation concluded by Lucchesini on November 16; but the terms were so disadvantageous that the King of Prussia on the 22d refused to ratify it, and the war was prosecuted with unremitted activity. Perhaps Count Bismarck happens to remember this history of the events which occurred in October and November sixty-four years ago, when Count von Moltke was an innocent child of seven years old, and has been in some degree influenced by the precedents afforded by the conduct of the Emperor Napoleon I towards Prussia in 1806.


INSURANCE.

Fire, Inland, and Marine Insurance.

INSURANCE COMPANY

OF

NORTH AMERICA,

Incorporated 1794.

CAPITAL .....$500 000

ASSETS January 1, 1871..$3,050,536

Receipts of Premiums, '70.....$2,096,154
Interests from Investments, 1870.. 137,050
$2,233,204

Losses paid in 1870.....$1,136,941

STATEMENT OF THE ASSETS.

| | |
|---|---|
| First Mortgages on Philadelphia City Property | $834,950 |
| United States Government Loans | 325,932 |
| Pennsylvania State Loans | 169,310 |
| Philadelphia City Loans | 200,000 |
| New Jersey and other State Loans and City Bonds | 225,510 |
| Philadelphia and Reading Railroad Co., other Railroad Mortgage Bonds and Loans | 368,245 |
| Philadelphia Bank and other Stocks | 62,486 |
| Cash in Bank | 281,048 |
| Loans on Collateral Security | 31,434 |
| Notes receivable and Marine Premiums unsettled | 438,420 |
| Accrued Interest and Premium in course of transmission | 83,201 |
| Real estate, Office of the Company | 30,000 |
| | $3,050,536 |

Certificates of Insurance issued, payable in London at the Counting House of Messrs. BROWN, SHIPLEY & CO.

ARTHUR G. COFFIN, PRESIDENT.

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THE ENTERPRISE INSURANCE CO. OF PHILADELPHIA.
Office S. W. cor. FOURTH and WALNUT Streets.
FIRE INSURANCE EXCLUSIVELY.
PERPETUAL AND TERM POLICIES ISSUED.
CASH Capital (paid up in full).....$200,000·00
CASH Assets, December 1, 1870.....$600·388·24

DIRECTORS.

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IMPERIAL FIRE INSURANCE CO.,

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ESTABLISHED 1803.
Paid-up Capital and Accumulated Funds,

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INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835.

Office S. E. corner of THIRD and WALNUT Streets, Philadelphia.

MARINE INSURANCES
on Vessels, Cargo, and Freight to all parts of the world.
INLAND INSURANCES
on Goods by river, canal, lake, and land carriage to all parts of the Union.
FIRE INSURANCES
on Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY, November 1, 1870.

| | |
|---|---|
| $300,000 United States Six Per Cent Loan (lawful money) | $333,375 00 |
| 200,000 State of Pennsylvania Six Per Cent. Loan | 214,000·00 |
| 200,000 City of Philadelphia Six Per Cent. Loan (exempt from Tax) | 204,162·50 |
| 164,000 State of New Jersey Six Per Cent. Loan | 168,920·08 |
| 20,000 Pennsylvania Railroad First Mortgage Six Per Ct. Bonds | 20,700·00 |
| 25,000 Pennsylvania Railroad Second Mortgage Six Per Ct. Bonds | 25,250·00 |
| 25,000 Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee) | 20,000·00 |
| 20,000 State of Tennessee Five Per Ct. Loan | 18,000·00 |
| 7,000 State of Tennessee Six Per Ct. Loan | 4,200·00 |
| 12,500 Pennsylvania Railroad Company (250 Shares Stock) | 15,000·00 |
| 5,000 North Pennsylvania Railroad Company (100 Shares Stock) | 4,300·00 |
| 10,000 Philadelphia and Southern Mail Steamship Company (80 sh's Stock) | 4,000·00 |
| 261,650 Loans on Bond and Mortgage, first liens on City Properties | 261,650·00 |
| $1,260,150 Par. C'st, $1,264,447·34. M'k't v'l | $1,293·557 00 |
| Real Estate | 56,000·50 |
| Bills Receivable for Insurances made | 230,971·27 |
| Balances due at Agencies—Premiums on Marine Policies—Accrued Interest and other debts due the Company | 93,375·47 |
| Stock and scrip, etc., of sundry corporations, $7950, estimated value | 3,912·00 |
| Cash | 142,911·73 |
| | $1,820,727·97 |

DIRECTORS.

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|---|---|
| Thomas C. Hand, | Samuel E. Stokes, |
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HENRY BALL, Assistant Secretary. 2 11m

1829. CHARTER PERPETUAL. 1871.

Franklin Fire Insurance Company

OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St.

Assets Jan. 1, '71, $3,087,452·35

CAPITAL.....$400,000·00
ACCRUED SURPLUS AND PREMIUMS..2,687,452·35

INCOME FOR 1871, $1,266,000. LOSSES PAID IN 1870, $272,881·70.

Losses Paid Since 1829 Nearly $6,000,000.

The Assets of the "FRANKLIN" are all invested in solid securities (over $2,750,000 in First Bonds and Mortgages), which are all interest bearing and dividend paying. The Company holds no Bills Receivable taken for Insurances effected.

Perpetual and Temporary Policies on Liberal Terms. The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents and Mortgages.

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JAMES W. McALLISTER, Secretary. [2 7t31
THEODORE M. REGER, Assistant Secretary.

FIRE ASSOCIATION

INCORPORATED MARCH 17, 1820.
OFFICE,
No. 34 NORTH FIFTH STREET,
INSURE
BUILDINGS, HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY
From Loss by fire (in the City of Philadelphia only)
ASSETS, JANUARY 1, 1870, $1,705,319·07.

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|---|---|
| William H. Hamilton, | Charles P. Bower, |
| John Carrow, | Jesse Lightfoot, |
| George I. Young, | Robert Shoemaker, |
| Jos. R. Lyndall, | Peter Armbruster, |
| Levi P. Coats, | M. H. Dickinson, |
| Samuel Sparhawk, | Peter Williamson, |
| Joseph E. Schell. | |

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SAMUEL SPARHAWK, Vice-President.
WILLIAM F. BUTLER, Secretary

FAME INSURANCE COMPANY

No. 609 CHESNUT Street.
INCORPORATED 1856. CHARTER PERPETUAL.
CAPITAL $200,000.
FIRE INSURANCE EXCLUSIVELY.
Insurance against Loss or Damage by Fire either Perpetual or Temporary Policies.

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THE PENNSYLVANIA FIRE INSURANCE COMPANY.
Incorporated 1825—Charter Perpetual.
No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

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| Isaac Hazlehurst, | Henry Lewis, |
| Thomas Robins, | J. Gillingham Fell, |
| John Devereux, | Daniel Haddock, |
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Corn Exchange Bag Manufactory.

JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Sts

ROPE AND TWINE, BAGS and BAGGING, for Grain, Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc.
Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

ALEXANDER G. CATTELL & CO., PRODUCE COMMISSION MERCHANTS, No. 26 NORTH WHARVES AND No. 27 NORTH WATER STREET, PHILADELPHIA.
ALEXANDER G. CATTELL. ELIJAH CATTELL.

SHIPPING.

LORILLARD STEAMSHIP COMPANY.

FOR NEW YORK,

SAILING TUESDAYS, THURSDAYS, AND SATURDAYS AT NOON,

are now receiving freight at winter rates, commencing December 28. All goods shipped on and after this date will be charged as agreed upon by the agents of this company.
INSURANCE ONE-EIGHTH OF ONE PER CENT.
No bill of lading or receipt signed for less than fifty cents, and no insurance effected for less than one dollar premium.
For further particulars and rates apply at Company's office, Pier 38 East river, New York, or to
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NATIONAL STEAMSHIP LINE.—Steam to and from NEW YORK, LIVERPOOL, AND QUEENSTOWN.
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NOTE.—The magnificent Ocean Steamships of this line are among the largest in the world, and are celebrated for speed, safety, and comfort. Owing to reduction, rates are now $75 in Cabin and $2 in steerage cheaper than other first-class lines.
For passage, or bank drafts for any amount, payable at sight in all parts of Great Britain, Ireland, and in principal cities of Norway, Sweden, Denmark, France, Germany, and Italy, apply to
WALLER & CO., *Agents*,
1 16 No. 204 *WALNUT St., just above Second*,

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PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.
The JUNIATA will sail for New Orleans, via Havana, on Tuesday, February 21, at 8 A. M.
The YAZOO will sail from New Orleans, via Havana, on ——, February —.
THROUGH BILLS OF LADING at as low rates as by any other route given to MOBILE, GALVESTON, INDIANOLA, ROCKPORT, LAVACCA, and BRAZOS, and to all points on the Mississippi river between New Orleans and St. Louis. Red river freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.
The TONAWANDA will sail for Savannah on Saturday, February 11, at 8 A. M.
The WYOMING will sail from Savannah on Saturday, February 11.
THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee, in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.
The PIONEER will sail for Wilmington on Friday, Feoruary 10, at 6 A. M. Returning, will leave Wilmington Friday, February 17.
Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.
Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington at as low rates as by any other route.
Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.
WILLIAM L. JAMES, General Agent,
6 1℔ No. 130 S. THIRD Street.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.
INCREASED FACILITIES AND REDUCED RATES.
Steamers leave every SATURDAY, at 12 o'clock noon, from FIRST WHARF above MARKET Street.
RETURNING, leave RICHMOND THURSDAYS, and NORFOLK SATURDAYS.
No Bills of Lading signed after 12 o'clock on sailing days.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.
Freight HANDLED BUT ONCE and taken at LOWER RATES THAN ANY OTHER LINE.
No charge for commission, drayage, or any expense of transfer.
Steamships insure at lowest rates.
Freight received daily.
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THE ANCHOR LINE STEAMERS Sail every Saturday and alternate Wednesday to and from Glasgow and Derry.
Passengers booked and forwarded to and from all railway stations in Great Britain, Ireland, Germany, Norway, Sweden, or Denmark and America as safely, speedily, comfortably, and cheaply as by any other route or line.

| "EXPRESS" STEAMERS. | "EXTRA" STEAMERS. |
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| ANGLIA, | IOWA, |
| AUSTRALIA, | TYRIAN, |
| BRITANNIA, | BRITANNIA, |
| INDIA, | IOWA, |
| COLUMBIA, | TYRIAN, |
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From Pier 20 North river, New York, at noon.
Rates of Passage, Payable in Currency, to Liverpool, Glasgow, or Derry:—
First cabins, $65 and $75, according to location.
Cabin excursion tickets (good for twelve months), securing best accommodations, $130.
Intermediate, $33; steerage, $28.
Certificates, at reduced rates, can be bought here by those wishing to send for their friends.
Drafts issued, payable on presentation.
Apply at the company's offices to
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FOR NEW YORK, VIA DELAWARE and Raritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.
The steam propellers of this company will commence loading on the 8th of March.
Through in twenty-four hours.
Goods forwarded to any point free of commission.
Freights taken on accommodating terms.
Apply to
WILLIAM M. BAIRD & CO., Agents,
4 1 No. 132 South DELAWARE Avenue.

FOR NEW YORK via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY.
The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.
THROUGH IN TWENTY-FOUR HOURS.
Goods forwarded by all the lines going out of New York, North, East, or West, free of commission.
Freights received at low rates.
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NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.
Steamers leave regularly every Saturday at noon from the first wharf above Market street.
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No. 14 North and South WHARVES.
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DELAWARE AND CHESAPEAKE STEAM TOW-BOAT COMPANY.
Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.
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DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.
WILLIAM P. CLYDE & CO., Agents.
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SHIPPING.

FOR LIVERPOOL AND QUEENSTOWN.—The Inman Line of Royal Mail Steamers are appointed to sail as follows:—
City of Brussels, Saturday, February 11, at 10 A. M.
City of Brooklyn, Saturday, Feb. 18, at 2 P. M.
City of Limerick, via Halifax, Tuesday, Feb. 21, at 2 P. M.
City of Paris, Saturday, Feb. 25, at 10 A. M.
and each succeeding Saturday and alternate Saturday, from pier No. 45 North river.
RATES OF PASSAGE
By Mail Steamer Sailing every Saturday.

| Payable in gold. | | Payable in currency. | |
|---|---|---|---|
| First Cabin | $75 | Steerage | |
| To London | 80 | To London | |
| To Paris | 90 | To Paris | |
| To Halifax | 20 | To Halifax | |

Passengers also forwarded to Antwerp, Rotterdam, Sweden, Norway, Denmark, etc., at reduced rates.
Tickets can be bought here at moderate rates for persons wishing to send for their friends.
For further information apply at the company's office.
JOHN G. DALE, Agent, No. 15 Broadway, N. Y.
Or to O'DONNELL & FAULK, Agents,
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PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE.
THROUGH FREIGHT LINE TO THE SOUTH AND WEST.
INCREASED FACILITIES AND REDUCED RATES FOR 1871.
Steamers leave every WEDNESDAY and SATURDAY, at 12 o'clock noon, from FIRST WHARF above MARKET Street.
RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.
No bills of Lading signed after 12 o'clock on sailing days.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.
Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.
No charge for commission, drayage, or any expense of transfer.
Steamships insure at lowest rates.
Freight received daily.
State Room accommodations for passengers.
WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 1℔

FOR SAVANNAH, GEORGETOWN, AND THE FLORIDA PORTS, AND THE SOUTH AND SOUTHWEST.
GREAT SOUTHERN FREIGHT AND PASSENGER LINE.
CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.
FOUR STEAMERS A WEEK,
TUESDAYS,
THURSDAYS,
AND SATURDAYS.
THE STEAMSHIPS
SAN SALVADOR, Captain Nickerson, from No. 8 North River.
WM. R. GARRISON, Agent,
No. 5 Bowling Green.
MONTGOMERY, Captain Faircloth, from 13 North River.
R. LOWDEN, Agent,
No. 93 West street.
LEO, Captain Dearborn, from Pier No. 1 River.
MURRAY, FERRIS & CO., Agents,
Nos. 61 and 62 South street.
GENERAL BARNES, Captain Mallory, from No. 36 North River.
LIVINGSTON, FOX & CO., Agents,
No. 88 Liberty street.
Insurance by this line ONE-HALF PER CENT.
Superior accommodations for passengers.
Through rates and bills of lading in connection with the Atlantic and Gulf Freight line.
Through rates and bills of lading in connection with Central Railroad of Georgia, to all points.
C. D. OWENS, Agent A. & G. R. R., No. 229 Broadway.
GEORGE YONGE, Agent C. No. 409 B

WHITE STAR LINE.

OCEANIC STEAM NAVIGATION COMPANY'S LINE OF NEW STEAMERS BETWEEN NEW YORK AND LIVERPOOL, CALLING AT IRELAND.
The company's fleet comprises the following magnificent full-powered ocean steamships, the largest in the world:—
OCEANIC, Captain Murray. ARCTIC
ATLANTIC, Captain Thompson. BALTIC
PACIFIC, Captain Ferry. ADRIATIC
These new vessels have been designed especially for the transatlantic trade, and combine great safety, and comfort.
Passenger accommodations unrivalled.
Parties sending for their friends in the country can now obtain prepaid tickets.
Steerage, $32, currency.
Other rates as low as any first-class line.
For further particulars apply to ISMAY, IMRIE & CO., No. 10 WATER Street, Liverpool, or 9 EAST INDIA Avenue, LEADENHALL Street, London; or at the company's offices, 307 BROADWAY, New York.
1 5† J. H. SPARKS, Agent.

FOR NEW YORK VIA DELAWARE AND RARITAN CANAL.
EXPRESS STEAMBOAT COMPANY.
The Steamer Propellers of the Line will commence loading on the 8th inst., leaving Daily as usual.
THROUGH IN TWENTY-FOUR HOURS.
Goods forwarded by all the lines going out of New York, North, East, or West, free of commission.
Freights received at low rates.
WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue.
JAMES HAND, Agent,
No. 119 WALL Street, New York.

NEW EXPRESS LINE TO ALEXANDRIA, GEORGETOWN, AND WASHINGTON, D. C., VIA CHESAPEAKE AND DELAWARE CANAL,
with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Dalton, and the Southwest.
Steamers leave regularly every Saturday at noon from the first wharf above Market street.
Freight received daily.
WILLIA

## PROPOSALS.

UNITED STATES MAILS. PENNSYLVANIA.

POST OFFICE DEPARTMENT, WASHINGTON, Sept. 30, 1870.

PROPOSALS for conveying the Mails of the United States from July 1, 1871, to June 30, 1872, on the following routes in the State of Pennsylvania, will be received at the contract Office of the Department until 3 P. M. of March 1, 1871, to be decided by March 30 following:—

35 From Butler, by North Oakland, Barnhart's Mills, Baldwin, and Bruin, to Lawrenceburg, 22 miles and back, three times a week.
Leave Butler Monday, Wednesday, and Friday, at 7:30 A. M.;
Arrive at Lawrenceburg by 4 P. M.;
Leave Lawrenceburg Tuesday, Thursday, and Saturday, at 7:30 A. M.;
Arrive at Butler by 4 P. M.

40 From Liberty Corners, by Storr's Mills, to New Era, 11 miles and back, once a week.
Leave Liberty Corners Saturday at 8 A. M.;
Arrive at New Era by 12 M.;
Leave New Era Saturday at 1 P. M.;
Arrive at Liberty Corners by 5 P. M.

34 From Bedford to Downingsville (Imlertown P. O.), 6 miles and back, twice a week.
Leave Bedford Tuesday and Friday at 3 P. M.;
Arrive at Imlertown by 5 P. M.;
Leave Imlertown Tuesday and Friday at 8 A. M.;
Arrive at Bedford by 10 A. M.

35 From West Bingham, by Bingham Centre and Bingham, to Spring Mills (N. Y.), 7 miles and back, twice a week.
Leave West Bingham Tuesday and Saturday at 3 P. M.;
Arrive at Spring Mills by 5 P. M.;
Leave Spring Mills Tuesday and Saturday at 12 M.;
Arrive at West Bingham by 2 P. M.

36 From Pottstown to Cedarville (no office), 2 miles and back, three times a week by a schedule satisfactory to the postmaster at Cedarville.

37 From Oxford, by Mount Vernon, Colerain, Kirkwood, Forestdale, and Bartville, to Christiana, 18 miles and back, three times a week.
Leave Oxford Tuesday, Thursday, and Saturday at 1 P. M.;
Arrive at Christiana by 6 P. M.;
Leave Christiana Tuesday, Thursday, and Saturday at 7 A. M.;
Arrive at Oxford by 12 M.
This route is supposed to be covered by existing service, and, if so, will not be let.

38 From Horton's, by Rochester's Mills (no office), to Brady, 12 miles and back, once a week.
Leave Horton's Saturday at 8 A. M.;
Arrive at Brady by 11 A. M.;
Leave Brady Saturday at 1 P. M.;
Arrive at Horton's by 4 P. M.
Proposals for more frequent service invited.

39 From Osceola Mills, by Houtzdale and Madera, to Smith's Mills, 15 miles and back, twice a week.
Leave Osceola Mills Tuesday and Saturday at 7 A. M.;
Arrive at Smith's Mills by 12 M.;
Leave Smith's Mills Tuesday and Saturday at 1 P. M.;
Arrive at Osceola Mills by 6 P. M.

40 From Hanlin Station, by Eldersville (no office) and Independence, to Bethany (W. Va.), 16 miles and back, once a week.
Leave Hanlin station Saturday at 8 A. M.;
Arrive at Bethany by 12 M.;
Leave Bethany Saturday at 1 P. M.
Arrive at Hanlin Station by 5 P. M.
Proposals for more frequent service invited.

41 From Troy Centre (no office) to Tryonville, 6 miles and back, once a week.
Leave Troy Centre Saturday at 10 A. M.;
Arrive at Tryonville by 12 M.;
Leave Tryonville Saturday at 1 P. M.;
Arrive at Troy Centre by 3 P. M.
Proposals invited for service twice a week, on Wednesday and Saturday.

42 From Flicksville (no office) to Penargil (no office).
Bidders will state distance and proposed schedule of arrivals and departure.

43 From Coopersburg, by Lanark, Limeport, Stonesburg, and Zion Hill (no office), to Coopersburg, 18 miles, three times a week, equal to 9 miles and back, three times a week.
Leave Coopersburg Tuesday, Thursday, and Saturday at 12 M.
Arrive at Coopersburg by 6 P. M.

44 From Dixon, by East Lemon (no office), to Pierceville, 6 miles and back, three times a week.
Leave Dixon Tuesday, Thursday, and Saturday at 7 A. M.
Arrive at Pierceville by 9 A. M.

45 Leave Pierceville Tuesday, Thursday, and Saturday at 10 A. M.
Arrive at Dixon by 12 M.

45 From Milroy to Sigierville (no office), 3 miles and back, three times a week, by a schedule satisfactory to the postmaster at Sigierville.

46 From Sandy Lake, by North Sandy and French Creek, to Utica, 11 miles and back, twice a week.
Leave Sandy Lake Tuesday and Saturday at 3 P. M.
Arrive at Utica by 6 P. M.;
Leave Utica Tuesday and Saturday at 7 A. M.;
Arrive at Sandy Lake by 10 A. M.
Proposals for an additional weekly trip on Thursday invited.

47 From Millertown, by Coffman's (no office), Uhl's Store (no office), Barnes' Hotel (no office), and Miller's Store (no office), to McKee's Half Falls, 18 miles and back, once a week.
Leave Millerstown Saturday at 6 A. M.;
Arrive at McKee's Half Falls by 12 M.;
Leave McKee's Half Falls Saturday at 1 A. M.;
Arrive at Millerstown by 7 P. M.

48 From Edge Hill Station (no office), by Fitzwatertown, Jarrettown, and Three Tons, to Prospectville, 8 miles and back, six times a week, by a schedule making close connections at Edge Hill Station with regular mail trains.

49 From Newport, by Acker's Store (no office) and Montgomery's Ferry, to Liverpool, 15 miles—only that part of the route from Newport to Montgomery's Ferry will be let, 10 miles and back, once a week.
Leave Newport Saturday at 3 P. M.;
Arrive at Montgomery's Ferry by 6 P. M.;
Leave Montgomery's Ferry Saturday at 7:30 A. M.;
Arrive at Newport by 10:30 A. M.

50 From Tobyhanna Mills to South Sterling, 8 miles and back, once a week.
Leave Tobyhanna Mills Saturday at 1 P. M.;
Arrive at South Sterling by 4 P. M.;
Leave South Sterling Saturday at 7 A. M.;
Arrive at Tobyhanna Mills by 10 A. M.

51 From North East, by Greenfield, to Wattsburg, 16 miles and back, once a week.
Leave North East Saturday at 2 P. M.;
Arrive at Wattsburg by 6 P. M.;
Leave Wattsburg Saturday at 6 A. M.;
Arrive at North East by 10 A. M.
Proposals for an additional trip on Tuesday invited.

52 From Herrickville, by James Mittens (no office), and William Nesbits (no office), to Rummerfield Creek, 5 miles and back, three times a week, in close connection with railroad mail trains, by a schedule satisfactory to the postmasters.

53 From Wyalusing, by Lime Hill, Ballebay (no office), and Camp School-house, to Herrick, 10 miles and back, three times a week.
Leave Wyalusing Tuesday, Thursday, and Saturday, at 11:30 A. M.—or after arrival of mail train;
Arrive at Herrick by 2:30 P. M.;
Leave Herrick Tuesday, Thursday, and Saturday, at 7 A. M.;
Arrive at Wyalusing by 10 A. M.

54 From Russell Hill to Keiserville (no office), 2½ miles and back, once a week, by a schedule satisfactory to the postmaster.

55 From Phœnixville, by Pickering and West Pikeland, to Chester Springs, 7 miles and back, three times a week.
Leave Phœnixville Tuesday, Thursday, and Saturday at 12 M.;
Arrive at Chester Springs by 2 P. M.;
Leave Chester Springs Tuesday, Thursday, and Saturday at 6:30 A. M.;
Arrive at Phœnixville by 8:30 A. M.

56 From Cochransville to Londonderry, 2½ miles and back, three times a week, by a schedule satisfactory to the Postmaster at Londonderry.

57 From Lanark to Allentown, 4 miles and back, three times a week, by a schedule satisfactory to the Postmaster at Lanark.

58 From Trunkeyville to Fagundus Forest (no office), 1 mile and back, three times a week, by a schedule satisfactory to the Postmaster.

59 From Carrolltown, by Nicktown and Kimmell's, to Pine Flats, 18 miles and back, once a week.
Leave Carrolltown Saturday at 8 A. M.;
Arrive at Pine Flats by 12 M.;
Leave Pine Flats Saturday at 1 P. M.;
Arrive at Carrolltown by 5 P. M.

60 From Central office, in Philadelphia, to the following named sub-offices, from October 1, 1871, to June 30, 1872, viz.: Somerton, Byberry, Holmesburg, Olney, Tacony, Bustleton, Fox Chase, Milestown, Oxford Church, Torresdale, Verree's Mill, and Wheat Sheaf, twice daily, except Sunday, in each direction, or oftener if required, by a schedule satisfactory to the postmaster at Philadelphia, and the whole service and means of transportation to be under his direction.
Rate per annum to be stated in bids.

61 From Liberty, by Brittonwood (no office) and Steam Valley (no office), to Trout Run, 15 miles and back, once a week.
Leave Liberty Saturday at 7 A. M.;
Arrive at Trout Run by 12 M.;
Leave Trout Run Saturday at 1 P. M.;
Arrive at Trout Run by 6 P. M.
Proposals invited for more frequent service.

NOTES.

Proposals must be to carry the mail with "celerity, certainty, and security," using the terms of the law, and they must be guaranteed by two responsible persons, certified to as such by a postmaster or judge of a court of record.

No pay will be made for trips not performed, and for each of such omissions not satisfactorily explained three times the pay of the trip may be deducted. For arrivals so far behind time as to break connection with depending mails, and not sufficiently excused, one-fourth the compensation for the trip is subject to forfeiture. Fines will be imposed, unless the delinquency be satisfactorily explained, for neglecting to take the mail from or into a post-office; for suffering it to be injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, vehicles on the route. The Postmaster-General may annul the contract for disobeying the post-office laws or the instructions of the Department. He may alter the schedule of departures and arrivals, and also order an increase of service by allowing therefor a *pro rata* increase on the contract pay. He may also curtail or discontinue the service in whole or in part, at a proportionate decrease of pay, allowing as full indemnity to the contractor one month's extra compensation on the amount of service dispensed with, and a *pro rata* compensation for the service retained and continued. Bids should be addressed to the "Second Assistant Postmaster-General," superscribed "Proposals, State of Pennsylvania," and sent by *mail*.

For forms of proposals, etc., and other information, see advertisement of October 31, 1867, and of this date, in pamphlet form, at the principal post offices. JOHN A. J. CRESWELL,
1 9 cod tM1 Postmaster-General.

ARMY BUILDING, CORNER OF HOUSTON AND GREENE STREETS.

NEW YORK CITY, Feb. 9, 1871.

Proposals in Duplicate will be received by the undersigned until 12 M., SATURDAY, March 4, for the following Subsistence Stores:—

300 barrels of Prime Mess Pork, containing 200 pounds net, 1 iron-hoop on each end
500 barrels of Flour, round hoops, full head-lined, and sealed bungs.
100 barrels of "E. F." Flour, round hoops, full head-lined, and sealed bungs.
15,000 pounds of Fine Salt, in barrels, full head-lined.
10,000 pounds of "Prime Med." Beans, in barrels, full head-lined.
20,000 pounds of Brown Sugar, in barrels, full head-lined.
5,000 pounds of Crushed Sugar, in barrels, full head lined.
5,000 pounds of Granulated Sugar, in barrels, full head-lined.
5,000 pounds of Cut Loaf Sugar, in barrels, full head lined.
5,000 pounds of Carolina Rice, in oak barrels, full head lined.
20,000 pounds of Green Rio Coffee, in oak barrels, full head lined.
5,000 pounds of Green Java Coffee, in mats, packed in gunnies, containing 3 mats each.
5,000 gallons of pure Cider Vinegar, in barrels, iron hooped.
20,000 pounds of family Soap, 2-pound bars, 80-pound boxes, net, strapped.
5,000 pounds of "Ada." Candles, 6's, full weights, 40-pound boxes, net, strapped.
1,000 pounds of Pure Ground Black Pepper, ¼-pound packages, in 25-pound boxes, strapped.
1,000 pounds of Breakfast Bacon, in 100-pound boxes, strapped.
1,000 pounds of Smoked Tongues, in 100-pound boxes, strapped.
1,000 pounds of Smoked Beef, in 100-pound boxes, strapped.
5,000 pounds of Sugar-cured Hams, packed in tierces.
1,000 gallons of Syrup, in ½ and whole barrels.
1,000 gallons of Molasses, in ½ and whole barrels.
1,000 dozen of Toilet Soaps, assorted.
600 boxes of Table Salt, in boxes containing 60 boxes each.
25 pounds of Cayenne Pepper, ground, in ¼-pound packages, packed in boxes of 25 pounds.
25 pounds of Cinnamon, ground, in ¼-pound packages, packed in boxes of 25 pounds.
25 pounds of Ginger, ground, in ¼-pound packages, packed in boxes of 25 pounds.
25 pounds of Allspice, ground, in ¼-pound packages, packed in boxes of 25 pounds.
100 pounds of Mustard, ground, in ¼-pound cans, packed in boxes of 12 pounds.
200 pounds of Yeast Powders, in ¼-pound cans, packed in boxes of 12 pounds.
50 kits of Mess Mackerel, containing 20 pounds, net.
150 boxes of Dessicated Codfish, 1-pound boxes packed 24 in a case.
100 boxes of Smoked Herring.
1,000 half-boxes of Sardines, in original cases.
1,000 pounds of Dried Peaches, in barrels full head lined.
1,000 pounds of Dried Apples, in barrels full head lined.
100 pounds of Nutmegs.
100 quarter boxes of Raisins, strapped 10 in a package.
100 half boxes of Raisins, strapped 10 in a package.
100 whole boxes of Raisins, strapped 10 in a package.
1,000 pounds of Dried Prunes, in 25-pound boxes.
240 cans of Fresh Salmon, in 2-pound cans.
240 cans of Fresh Oysters, in 2-pound cans.
240 cans of Spiced Oysters, in 2-pound cans.
600 cans of Tomatoes, in 2-pound cans.
600 cans of Green Corn, in 2-pound cans.
240 cans of Lima Beans, in 2-pound cans.
240 cans of Green Peas, in 2-pound cans.
240 cans of Lobsters, in 2-pound cans.
600 cans of Fresh Peaches, in 2-pound cans.
240 cans of Preserved Peaches, in 2-pound cans.
240 cans of Preserved Pineapples, in 2-pound cans.
240 cans of Preserved Damsons, in 2-pound cans.
240 cans of Fresh Pineapples, in 2-pound cans.
240 cans of Cranberry Sauce, in 2-pound cans.
240 bottles of Worcestershire Sauce, packed 12 in a case, imported "pints."
240 cans of Currant Jelly, 2-pound cans.
240 cans of Raspberry Jam, 2-pound cans.
2,400 cans of Condensed Milk, 1-pound cans, "Eagle" brand.
400 bottles of Assorted Pickles, consisting of English Chow-chow and Gherkins, and Domestic Cucumbers and Onions.
20 gross of Vanilla Extracts, 2 and 4-ounce vials.
20 gross of Lemon Extracts, 2 and 4-ounce vials.
400 pounds of Corn Starch, in 1-pound packages, 40-pound boxes.
720 pounds of Laundry Starch, in 1-pound packages, 36-pound boxes.
100 pounds Tapioca, in 1-pound packages, 25-pound boxes.
300 pounds of Chocolate, in 1-pound packages, 25 pounds each.
300 pounds of Vermicelli, in 1-pound packages, 25-pound boxes.
300 pounds of Maccaroni, in 1-pound packages, 25-pound boxes.
300 pounds of Carbonate Soda, in 1-pound packages, 36 pounds each.
250 pounds of Cream Tartar, in 1-pound packages, 25 pounds each.
3,000 pounds of Lard, in 5-pound caddies, packed 12 in a case.
100 pounds of Laundry Indigo, packed 15 pounds in a case.

The manner of making bids, requirements of bidders, the same as previous advertisements from this office. These stores are required for immediate shipment, and in quantities more or less at the option of the Government.

By order of Major W. W. BURNS,
2 7 tm 4† Chief C.S. Department of East.

TO IRON MANUFACTURERS.

U. S. LIGHTHOUSE DEPOT,
Office Lighthouse Engineer Third District,
TOMPKINSVILLE, Staten Island, N. Y.,
January 13, 1871.

PROPOSALS FOR SCREW-PILE LIGHT-HOUSES.

SEALED PROPOSALS from Iron Foundries will be received at this office until MONDAY the 13th day of February, 1871, at 12 o'clock M., for the entire IRON and WOODWORK of TWO SCREW-PILE LIGHTHOUSES, the plans and specifications of which are for inspection at this office. A suitable place will be provided by the contractor for the setting up of the entire structure for inspection and acceptance.

The contractor, who must be a manufacturer of iron, will include in his proposals the cost of taking down and delivering on board the vessels provided by the undersigned for shipment of the same.

Proposals will state the time of completing the structures.

The right to reject any proposals that may be deemed disadvantageous to the Government is reserved.

Proposals will be in duplicate, accompanied by a guarantee in duplicate, with a printed copy of this advertisement affixed to each proposal, and will be addressed to the undersigned, and endorsed "Proposal for Screw-pile Light-houses." J. C. WOODRUFF,
Lieut.-Colonel of Engineers, U. S. A.,
1 20 2 13 Lighthouse Engineer Third District

## PROPOSALS.

ENGINEER OFFICE,
FIFTH LIGHTHOUSE DISTRICT,
BALTIMORE, Md., Feb. 7, 1871.

TO IRON MANUFACTURERS.

SEALED PROPOSALS, in duplicate, on forms furnished for the purpose by the Lighthouse Board, will be received at this office until 12 o'clock M. on WEDNESDAY, March 8, 1871, FOR BUILDING TWO SCREW-PILE LIGHTHOUSES, one at BENONIS POINT, Choptank river, Md., in about eleven-feet water, and the other at LOVE POINT, head of Kent Island, mouth of Chester river, Md., in ten-feet water, according to the plans and specifications for the same, which can be had, together with such other needful information, on application to this office.

The Lighthouses will be built on wooden piles, surmounted by cast-iron sleeves, in a manner similar to certain other lighthouses in this district.

Proposals may be made for either or both Lighthouses, but the bids must state the price for each single structure.

Each bid must be accompanied by a written guarantee in the sum of one thousand dollars from two responsible parties, that in case the bid is accepted the bidder will within ten days thereafter enter into a contract on the terms of his bid. The Government reserves the right to reject any or all bids.

Proposals will be endorsed "Proposals for Building Screw-pile Lighthouses at Benonis Point, Choptank river, Md., and Love Point, Kent Island, Chesapeake Bay, Md.," and addressed to the undersigned.

PETER C. HAINS,
Captain of Engineers,
2 9 26t Lighthouse Engineer, Fifth District.

QUARTERMASTER'S OFFICE,
PHILADELPHIA, Feb. 3, 1871.

Sealed Proposals, in triplicate, will be received at this office until 12 o'clock M. on TUESDAY, March 7, 1871, for building a Superintendent's Lodge, of stone, at each of the following-named National Cemeteries, viz.:—City Point, Cold Harbor, and Fredericksburg, Va., according to plans and specifications which will be furnished from this office on application of those desiring to bid.

Separate bids for building this Lodge of brick are also invited, plans and specifications for which will also be furnished from this office on application.

Blank forms for bids, details, and requirements furnished by the undersigned—a copy of the latter, with this advertisement, to be attached to each proposal offered. HENRY C. HODGES,
2 8 tM7 Major and Quartermaster U. S. Army.

UNITED STATES PATENT OFFICE.

WASHINGTON, D. C., Jan. 21, 1871.

On the petition of DANIEL S. NIPPES, of Upper Merion Township, Pennsylvania, administrator of Albert S. Nippes, deceased, praying for the extension of a patent granted to the said Albert S. Nippes, on the 21st day of April, 1857, for an improvement in Grinding Saws:

It is ordered that the testimony in the case be closed on the 21st day of March next, that the time for filing arguments and the Examiner's report be limited to the 31st day of March next, and that said petition be heard on the 5th day of April next.

Any person may oppose this extension.

SAMUEL A. DUNCAN,
2 10 20t Acting Commissioner of Patents.

SALE OF PUBLIC BUILDINGS AT AUCTION.

CHIEF QUARTERMASTER'S OFFICE,
SAN ANTONIO, TEXAS, Dec. 6, 1870.

Will be sold at public auction, at Galveston, Texas, on WEDNESDAY, March 1, 1871, commencing at 10 o'clock A. M., EIGHTEEN FRAME BUILDINGS, the dimensions of which can be ascertained on application to Lieutenant W. O. Cory, Acting Assistant Quartermaster.

Terms cash, in United States currency.

2 10 t mar 1] JAMES A. EKIN,
Chief Quartermaster Department Texas.

CHIEF QUARTERMASTER'S OFFICE,
OMAHA, Nebraska, Feb. 1, 1871.

There will be sold at public auction, at Fort McPherson, Nebraska, on MONDAY, March 6, 1871, a lot of condemned Quartermaster's Stores, Grain, and Clothing; and at North Platte, Nebraska, on TUESDAY, March 7, 1871, 37 condemned cavalry horses.

Terms:—Cash in Government funds.

ALEX. J. PERRY,
Chief Quartermaster Dept. Platte,
2 10 1M 6 Brevet Brigadier-General, U. S. A.

## RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

WINTER ARRANGEMENT.
Takes effect December 19, 1870.

Fifteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7:00 A. M. (Accommodation) for Fort Washington.

8:25 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, Elmira, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8:25 A. M. (Accommodation) for Doylestown.

9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Mahanoy City, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.

11 A. M. (Accommodation) for Fort Washington

1:15 and 5:20 and 8:15 P. M., for Abington.

1:45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

2:30 P. M. (Accommodation) for Doylestown.

At 3:20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, and Coplay.

4:15 P. M. (Mail) for Doylestown.

5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6:20 P. M. (Accommodation) for Lansdale.

11:30 P. M. (Accommodation) for Fort Washington.

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.

TRAINS ARRIVE IN PHILADELPHIA FROM

Bethlehem at 8:55, and 10:35 A. M.; 2:15, 5:05, and 8:25 P. M.
Doylestown at 8:25 A. M., 4:40 and 6:35 P. M.
Lansdale at 7:30 A. M.
Fort Washington at 9:20 and 11:20 A. M., 3:10 P. M.
Abington at 2:35, 6:55, and 9:35 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2:00 P. M.
Doylestown for Philadelphia at 7 A. M.
Bethlehem for Philadelphia at 4:00 P. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 106 S. Fifth street.
Dec. 19, 1870. ELLIS CLARK, Agent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—CHANGE OF HOURS.

On and after MONDAY, October 3, 1870, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Washington avenue:—

For Port Deposit at 7 A. M. and 4:30 P. M.
For Oxford at 7 A. M., 4:30 P. M., and 7 P. M.
For Oxford Wednesdays and Saturdays only at 2:30 P. M.
For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 4:30 P. M., and 7 P. M. Wednesdays and Saturdays only 2:30 P. M.
Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 7 A. M. and 4:30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.
Trains for Philadelphia leave Port Deposit at 9:25 A. M. and 4:25 P. M., on arrival of trains from Baltimore.
Oxford at 6:05 A. M., 10:35 A. M. and 5:30 P. M. Sundays at 5:30 P. M. only.
Chadd's Ford at 7:26 A. M., 11:58 A. M., 3:55 P. M., and 6:49 P. M. Sundays 6:49 P. M. only.

Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same. HENRY WOOD,
10 3 General Superintendent.

WEST JERSEY RAILROADS,

FALL AND WINTER ARRANGEMENT,
COMMENCING MONDAY, SEPTEMBER 19, 1870.

Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry),

6:15 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vineland, Millville, and way stations.
11:45 A. M., Woodbury Accommodation.
3:15 P. M., Passenger for Cape May, Millville, and way stations below Glassboro.
3:30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations.
5:30 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate stations.

Freight Train leaves Camden daily, at 12 M.
WILLIAM J. SEWELL, Superintendent.

## RAILROAD LINES.

PHILADELPHIA AND READING RAILROAD

Depot, THIRTEENTH and CALLOWHILL Streets.

Until farther notice trains will Leave and Arrive as follows:—

| TRAINS LEAVE. | A. M. | TRAINS ARRIVE. | A. M. |
|---|---|---|---|
| Read'g & Allent'n Way | 7:30 | Pottstown Accom. | 9:15 |
| Harrisb'g & Potts'e Ex | 8:15 | Read'g & Potsv'e Ac. | 10:20 |
| Phila. & Potts'e Way Train | 12:30 P. M. | Harrisb'g & Potts'e Ex | P. M. 1:00 |
| | | Phila. & Potsv'e W. Train | 4:30 |
| Harrisb'g & Potts'e Ex | 3:30 | Harrisbg & Potts'e Ex | 7:00 |
| Pottstown Accommo. | 4:00 | Harrisbg, Pottsville, and Allentown Ac. | 9:10 |
| Read'g & Potsv'e Ac. | 4:45 | ON SUNDAYS. | A. M. |
| ON SUNDAYS. | A. M. | From Pottsville | 12:35 |
| To Reading | 8:00 | | P. M. |
| | P. M. | From Reading | 7:25 |
| To Pottsville | 3:15 | | |

The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroads.

For Downingtown and points on Chester Valley Railroad, take 7:30 a. m., 12:30 noon, and 4 p. m.

For Schwenksville and points on Perkiomen Railroad, take 7:30 a. m. 12:30 noon, and 4 p. m.

For Mt. Pleasant and points on Colebrookdale Railroad take 7:30 a. m. and 4:00 p. m.

N. Y. EXPRESS FOR PITTSBURG AND WEST.

Trains leave New York at 9:00 a. m. and 5:00 p. m., passing Reading at 1:55 and 10:05 p. m., connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.

Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

Trains for New York leave Harrisburg at 3:10, 8:10, and 11:45 a. m., and 2:50 p. m.

Additional train leaves New York for Harrisburg at 12 o'clock noon.

For particulars see Guide Books, which can be obtained at No. 811 Chesnut street, and at all stations, without charge.

Season, School, Mileage, and Commutation Tickets at reduced rates to be had of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicolls, General Superintendent, Reading.

STREET CARS.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines, run close to the Depot.

Baggage collected and delivered by Dungan's Baggage Express. Orders left at Depot, or at No. 226 S. Fourth street.

GERMANTOWN AND NORRISTOWN BRANCH.
Depot, Ninth and Green.

Trains leave for Germantown at 6, 7, 8, 8½, 9:05, 10, 11, 12 A. M.; 1, 2, 2:30, 3:15, 3:45, 4:05, 4:30, 5:05, 5:45, 6, 6:30, 7, 8, 9, 10:05, 11, 12 p. m. Leave Germantown, 6, 6:55, 7:30, 8, 8:20, 9, 9½, 10, 11, 12 a. m.; 1, 2, 3, 3:50, 4, 4:35, 5, 5:30, 6, 6:30, 7, 8, 9, 10, 11 p. m. The 8:20 and 9:30 down trains, 2:30, 3:45, and 5:45 up trains, will not stop on the Germantown branch. On Sundays, leave at 9:15 a. m.; 2, 4:05, 7, 10:45 p. m. Leave Germantown, 8:15 a. m.; 1, 3, 6, 9:45 p. m.

Passengers taking the 6:55, 9 a. m., and 6:30 p. m. trains from Germantown, will make close connection with the trains for New York at Intersection Station.

CHESNUT HILL RAILROAD.—Leave at 6, 8, 10, 12 a. m.; 2:30, 3:45, 5:45, 7, 9 and 11 p. m. Leave Chesnut Hill at 7:10, 8, 9:10, 11:40 a. m.; 1:40, 3:40, 5:40, 6:40, 8:40, 10:40 p. m. On Sundays, leave 9:15 a. m.; 2 and 7 p. m. Leave Chesnut Hill at 7:50 a. m.; 12:40, 5:40, 9:25 p. m.

FOR CONSHOHOCKEN AND NORRISTOWN.—Leave at 6, 7:50, 9, 11:05 a. m.; 1:50, 3, 4, 5, 5:30, 6:15, 8:05, 10, 11:45 p. m. Leave Norristown at 5:30, 6:25, 7, 7:45, 8:50, 11 a. m.; 1:20, 3, 4:30, 6:15, 8, 9:30 p. m. On Sundays, leave at 9 a. m.; 2:30, 4, 7:30 p. m. Leave Norristown at 7 a. m.; 1, 5:30, 9 p. m.

FOR MANAYUNK.—Leave at 6, 7:30, 9, 11:05 a. m.; 1:50, 3, 4, 5, 5:30, 6:15, 8:05, 10, 11:45 p. m. Leave Manayunk at 6, 6:55, 7:30, 8:10, 9:30, 11:30 a. m.; 2, 3:50, 5, 6:45, 8:30, 10 p. m. On Sundays, leave at 9 a. m.; 2:20, 4, 7:30 p. m. Leave Manayunk at 7:30 a. m.; 1:30, 6:15, 9:30 p. m.

FOR PLYMOUTH.—Leave at 6 a. m. and 5 p. m. Leave Plymouth at 6:20 a. m. and 2:30 p. m.

The 7:45 a. m. train from Norristown will not stop at Magee's, Potts' Landing, Domino, or Schur's Lane.

Passengers taking the 7:12, 9:05 a. m., and 6:30 p. m. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 8:30 a. m., 12:30 and 5 p. m. trains from New York stop at Intersection Station. 11

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—

TIME TABLE.

COMMENCING MONDAY, NOVEMBER 21, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with 4:30 P. M. train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11:30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11:45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:30, and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Philadelphia. The 7:15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6:45 A. M. and 4:00 P. M. will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail; 9:25 A. M., Express; 2:25 P. M., Express; 7:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8:00 A. M.; returning, left West Grove at 3:55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.
H. F. KENNEY, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
CHANGE OF HOURS.

On and after MONDAY, October 3, 1870, trains will run as follows:—

Leave Philadelphia from Depot of P. W. & B. R. R., corner of BROAD Street and WASHINGTON Avenue:—

For Port Deposit at 7 A. M. and 4:30 P. M.
For Oxford at 7 A. M., 4:30 P. M., and 7 P. M.
For Oxford on Saturdays only, at 2:30 P. M.
For Chadd's Ford and Chester Creek Railroad, at 7 A. M., 10 A. M., 4:30 P. M. and 7 P. M. Saturdays only, at 2:30 P. M.
Train leaving Philadelphia at 7 A. M., connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M. and 4:30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.
Trains for Philadelphia:—
Leave Port Deposit at 9:25 A. M. and 4:25 P. M., on arrival of trains from Baltimore.
Oxford at 6:05 and 10:35 A. M. and 5:30 P. M. Sundays at 5:30 P. M. only.
Chadd's Ford at 7:26 A. M. 11:58 A. M., 3:55 P. M., and 6:49 P. M. Sundays at 6:49 P. M. only.
HENRY WOOD, General Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

ON AND AFTER MONDAY, October 17, 1870, Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:—

FROM PHILADELPHIA

For West Chester at 7:45 and 11:20 A. M., 2:30, 6:15, and 11:30 P. M. Stops at all stations.

For West Chester at 4:40 P. M. This train stops only at stations between Media and West Chester (Greenwood excepted).

For B. C. Junction at 4:10 P. M. Stops at all stations.

FOR PHILADELPHIA

From West Chester at 6:30 and 10:45 A. M., 1:55, 4:55, and 6:55 P. M. Stops at all stations.

From West Chester at 7:55 A. M. This train stops only at stations between West Chester and Media (Greenwood excepted).

From B. C. Junction at 8:40 A. M. Stops at all stations.

ON SUNDAY.—Leave Philadelphia at 8:30 A. M. and 2 P. M. Leave West Chester at 7:55 A. M. and 4 P. M.
10 14 W. C. WHEELER, Superintendent.

## RAILROAD LIN

## CITY INTELLIGENCE.

### A LEAP FOR LIBERTY.

**"Curley" Harris Escapes from the Custody of the Chief and Three Detectives—A Frightful Leap in the Dark from the Lightning Express Train.**

In proof of the old adage, "There's often a slip 'twixt the cup and the lip," we have to relate a circumstance that is sadly discomfiting to the police force of Philadelphia. This is none other than the escape from the custody of an official quartette of Mr. "Curley" Harris, of whose arrest in Pittsburg, and the process by which he was remanded into the charge of the Philadelphia authorities, we gave yesterday a full description.

It will be remembered that, from fear that he might be liberated by the Pittsburg justices upon some legal technicalities, Chief of Police St. Clair A. Mulholland and Detective Gordon rushed to the Iron City in a specially chartered locomotive, and when arrived in its depot drove in hot haste to the court just in time to defeat the stratagem by which Mr. Harris sought his liberty. When in the custody of the Chief, Detectives Gordon, High Constable Nutt, and Special Officer McCarty, "Curley" was hurried to an eastern-bound express train due in this city at 3:10 o'clock this morning, which came rushing here at the rate of thirty miles an hour.

That "Curley" should not escape after the great task of arresting him, the officers took turns in guarding him; and from what we are about to relate, the reader will discover how just the smallest evasion of a duty will often work an almost irreparable evil. Detective Gordon, on the route from Harrisburg to this city, kept watch upon Mr. Harris, and, for the purpose of placing his escape beyond a peradventure, put one of the steel bracelets upon his right wrist and the other upon the left wrist of the prisoner. When about twenty-five miles from this city Gordon was relieved by McCarty, who was instructed to use the handcuffs in like manner. But, probably deeming this a useless precaution, since the train was flying at a terrific speed, he placed the handcuffs on both the wrists of "Curley."

As they were rounding a curve, a few miles west of Paoli, "Curley" arose and went toward the closet, without arousing any suspicion. At that moment the swaying of the coach threw open the door, and "quick as thought" the prisoner rushed out upon the platform and jumped from the train. At this desperate manœuvre the officers, for a moment, sat stupefied. McCarty broke the silence by hurrying out upon the platform. He looked back, but looked into an inky darkness, and then ejaculated "He's gone!" The train was stopped as quickly as possible, but not until it had gone more than a mile from the spot where "Curley" had made his terrific leap. The dejected officers hurried back in the darkness, casting on either side of the track eager, searching glances, to discover, as they perhaps surmised, the mangled body of the daring fugitive. As they went stumbling along, one of them kicked something soft. He stooped down to feel it. Pardieu! it was nothing but McCarty's hat, that had blown off when he leaned out from the platform to discover the prisoner. They hunted a long, long while, but found no "Curley," and finally the Chief had to leave his three assistants to continue the search, while he went to the nearest telegraph station and sent out messages to have all the roads guarded and extra precautions taken, and then took the first train to the city.

When he arrived at the West Philadelphia depot, he found the trusty Detective Haggerty in charge of a *posse* of Reserve officers, who had by the Mayor been detailed to receive the criminal. Their expectant countenances assumed an indescribably woe-begone appearance when the story of the escape was detailed, and they all came slowly to the Central Station, sadder, perhaps wiser men.

No news of "Curley's" rearrest has yet been received.

### CHURCH EDIFICE.

**Germantown Presbyterians—They Erect a New House of Worship.**

The members of the First Presbyterian Church of Germantown have determined to remove from their present building, on Main street, to a new edifice to be erected on Chelten avenue, above Main street. According to the plans the new building will be in the Gothic style of architecture, built of Germantown stone, faced with granite, and surmounted by a handsome spire. The church proper will front upon Chelten avenue, the tower being upon the side nearest Main street. The audience room will be 90 by 59 feet, and will contain 124 pews, capable of seating 744 persons. The organ and choir will occupy a platform on the Chelten avenue end of the audience room, while the pulpit will be placed within a recess upon a similar platform at the opposite end of the church. On each side of the pulpit platform doors will lead into a rear building, which will contain the lecture and Sunday-school rooms. The whole building will be thoroughly ventilated, and lighted by several highly ornamented windows. The roof will be pierced with a number of small windows, designed for both light and ventilation. The woodwork for the most part will be of walnut, finished in oil, and the ceiling will be plastered in panels for frescoing, and will be divided into sections by stucco mouldings. The lecture-room will be upon the first floor of the rear building, and from this stairways will lead to the school room situated upon the first floor. The lecture-room will be 80 feet 6 inches by 30 feet. The school will have two small class rooms divided from the main apartment by glass partitions, and will have a gallery around the room finished handsomely by an ornamental walnut railing. The whole building when finished is expected to cost not less than $65,000.

THE TAXATION OF CEMETERIES.—The following communication from the President of the West Laurel Hill Cemetery Company, explains itself. It may not be impertinent to inquire, however, of Senator Connell, why the Laurel Hill Cemeteries are taxed when Mount Moriah and others are exempt?

PHILADELPHIA, Feb. 10, 1871.—To the Editor of THE EVENING TELEGRAPH.—Sir:—In an able editorial paragraph of last evening you say that the cemeteries of Philadelphia are exempt from taxation. This may be and is true of some, but I believe many pay. Certain it is that the Laurel Hill Cemetery and West Laurel Hill both contribute their full share to the onerous burdens now pressing upon the landholders of Philadelphia and Montgomery county. Respectfully, JOHN JAY SMITH, President.

VALUABLE STORES AND LOTS AT PUBLIC SALE.—Messrs. Thomas & Sons, auctioneers, advertise for their sale, Tuesday next, the valuable stores Nos. 321, 323, 442, 444, 446, and 448 North Eighth, 224 and 226 North Ninth (40 feet front), 2026 Frankford road, valuable lots Broad and Coates, Eighth, below Vine, Ann, Indiana, Palm, and Bank streets, Twenty-fifth ward; railroad, insurance, bank, turnpike, and transportation stocks, loans, pews, etc., etc. See their advertisements.

ARRESTED ON A BENCH WARRANT.—Patrick Bradley, who was arrested upon the charge of burglary some time ago, entered bail in court for his appearance when wanted for trial. The bail proved to be bogus. A bench warrant was issued for the arrest of Bradley, and yesterday he was found by Policeman McGrenigan in West Philadelphia. This morning he was taken into court for trial.

BEAT AN OFFICER.—A colored man named John White was taken into custody at Seventh and Lombard streets, last night, upon the charge of a breach of the peace. John resisted Policeman Donohue, and assaulted him. White was overpowered and removed to the station-house, where, after a hearing before Alderman Carpenter, he was committed for trial.

THEFT OF CHICKENS.—Washington Gryson, John Jones, and George Lewis were arrested at an early hour yesterday morning, by the police of the Thirteenth district. They are charged with the theft of chickens from Norristown, and were sent back to that place for trial.

PAINTINGS.—The sale of paintings from Fanning's art rooms will be concluded at Scotts' Art Exchange this evening at 7½ o'clock. The catalogue embraces the best gems of the collection, and will be sold without reserve.

### ANOTHER LINK.

**Baltimore and Philadelphia—Hearty Welcome of the Knights Templar of Maryland Commandery This Morning.**

This morning, just as old Independence bell sounded 10 o'clock, the Knights Templar of Maryland Commandery, No. 1 (who arrived yesterday), escorted by the Knights of Mary Commandery, No. 36, of this city, marched arm-in-arm, and with a martial tread into the audience-room of the Mayor's quarters. Here they formed in a circle, into the centre of which, Mayor Fox was admitted.

Sir Knight William H. Burkhardt, Eminent Commander of Mary Commandery, thus addressed the Mayor:—

"Honored Sir:—Knowing fully your kindness and courtesy to all who surround you; your desire to make all with whom you come in contact happy, we have no hesitation in introducing to you our friends who are on a visit to this city from our sister city of Baltimore, the Knights of Maryland Commandery, No. 1. Although, sir, we appear before you this morning as private citizens, yet we belong to an organization on whose banners is emblazoned that symbol under which we know you have marched for more than a quarter of a century—the banner and symbol of the Cross. I take pleasure now in introducing to you Mr. E. T. Schultze and friends, from Baltimore."

Then responded the Mayor:—

"Gentlemen:—I give you one and all a hearty welcome to our city. It is always a pleasant duty for me to extend the hand of hospitality to visitors; but there are circumstances, peculiar circumstances, now which claim of me, if possible, a warmer, more sincere, more earnest expression of feeling on this occasion. Those of you who are visitors from abroad come from a city interlinked with the prosperity of which Philadelphia can never be silent. The movements the actions, the welfare, the future of our cities in this country are so happily interlinked, the one with the other, that what depresses one affects most painfully the other; and whenever any one of them are on the road to prosperity, Philadelphia must necessarily rejoice, for it feels the glow of that prosperity, and it receives at least a share of the profit. In that respect it is to me a pleasant duty to say what I sincerely feel—you are heartily welcome to our city. Another feature in connection with this, and which impresses itself most earnestly upon me, is that nearly every one of you, either here or elsewhere, are connected with an order of which I am a member. It has prompted me to feel a universal brotherhood with all, but especially with those who are interlinked with a common bond such as folds us together.

"And I feel this morning impressed with such sentiments, such feelings, that could I take every one of you by the hand I would make you realize how warm my heart is towards you, and it would be pleasing myself to show you this mark of affection. I feel particularly honored in your visit to me this morning. I need say no more to you than that I am glad you have come, and I hope to be with you a portion of the day; and as I am told you are about visiting Independence Hall, to view the interesting objects there of patriotic association, I intend, with the permission of the committee having you in charge, to bear you company.

"And furthermore, can I say to you, from my own personal knowledge, that the gentlemen who have desired to wait upon you in the form of a committee have large hearts and good ability, and I know when you go out of their hands and return to your city you will bear for Philadelphia a pleasant memory. I need not tell you of the good feeling all our people entertain toward you, and I know that you will leave the city of Philadelphia feeling that it did all it could to make you comfortable. May this moment dwell in your memories with pleasure."

Then to this warm and earnest greeting Mr. Schultz replied thus:—

"Honorable Sir:—In behalf of Maryland Commandery I thank you most heartily for this your welcome to your city. It is an honor which we did not expect, and it is an honor that we shall not soon forget in being thus welcomed by the Chief Magistrate of this great city. I now take this occasion to extend to you, in behalf of Maryland Commandery, an earnest and cordial invitation to be with us in September next, upon the occasion of the Grand Encampment of the United States. We wish to have our friends merry with us, and would deem it an honor to have you as our guest upon that event."

To this invitation the Mayor bowed his head, and then said, jokingly:—"We may as well be friends," and then they fell to hearty handshaking. This ended, they all proceeded to Independence Hall, thence to the Mint, new Masonic Temple, Masonic Hall, on Chesnut street, the park, and various public institutions, which occupied their attention all day.

The Committee on Reception is thus composed:—

William J. Kelly, chairman; Andrew Robeno, Jr., Gilbert S. Moore, Thomas J. Belville, William D. Thomas, Walter G. Wilson, Samuel Bomberger, Lorenz Neubauer, I. T. Bossert, Samuel Rain, A. R. Underdown, James Bossert, A. B. Detwiler, Henry C. Fox, Stephen Green, Charles K. Neisser, Jacob C. Helm, H. C. Hamer, William H. Heck, William Bradley, Louis Gross, William F. Englehart, William A. Buckley, Godfrey Keebler, John Bower, Charles F. Heaton, Daniel Sutter, James E. Kryder, Henry R. Coulomb, S. J. Creswell, Jr., F. F. Hill, W. W. Martin, C. Gerne, John H. Israel, F. Mills, J. K. Ritter, James B. Foust, W. H. Burkhardt, E. C; John Wilson, Jr., Gen.; Horace Fritz, Cap Gen.; John L. Young, Treas.; Charles E. Meyer, Rec.

HOMŒOPATHIC HOSPITAL.—The following is the report of cases treated free of charge in the Dispensary Department of the Homœopathic Hospital during the month of January:—

| | |
|---|---|
| Cured | 221 |
| Relieved | 141 |
| Did not return | 18 |
| Died | 2 |
| Remain | 89 |
| Total | 471 |
| Visits at the homes of the poor | 244 |
| Vaccinations | 5 |

Principal diseases treated:—Of the respiratory organs 148, of the digestive organs 86, brain and spinal cord 11, neuralgia 32, rheumatism 28, skin 33, diseases peculiar to women 43, causes of death; hydrocephalus 1, Syphilis 1.

### FIRE THIS MORNING.

**A Machine-shop Badly Damaged.**

About 2 o'clock this morning a fire broke out in the four-story brick building No. 112 Spruce street, occupied by John W. Wright as a machine-shop. The flames originated in one of the pattern-rooms and were confined to the third and fourth stories of the back building. On both these floors there were a large number of patterns stored, in all valued at about $10,000. The fire burned stubbornly, and it was with the greatest exertions that the firemen succeeded in saving from destruction the entire building. The machinery, tools, materials, etc., on the other floors of the building were considerably damaged by water. In the aggregate the stock on the premises was valued at about $30,000. The building is owned by Mrs. Frances Smith and is damaged to an extent of about $1500, insured in the Franklin Insurance Company. Mr. Wright estimates his loss at $10,000. Upon this he has a similar amount of insurance—$5000 in the Fire Association and $5000 in the Etna Company. Only one-third of the amount of insurance is upon that portion of the stock which was consumed.

The Franklin House, adjoining, occupied by Frederick Law, was slightly damaged on the roof.

DISHONEST SERVANT.—August J. Iander, residing at No. 1302 Chesnut street, advertised for a servant girl yesterday morning, and in the afternoon a young woman called at the residence and was engaged to perform the house work required. This morning she suddenly left the premises, and at the same time a large amount of clothing disappeared. Her whereabouts is not known. The police have been notified.

A $4000 FIRE IN GERMANTOWN.—This morning a fire broke out in the picker-room of Shaw's cotton and woollen mill, on Mill street, Germantown, and inflicted on the establishment a damage to the extent of $4000. Two daughters of Mr. Shaw, aged respectively thirteen and seventeen years, were dreadfully burned about the head and face.

SAD ACCIDENT.—About half-past 7 o'clock this morning Bridget Ferguson fell through a trap in a warehouse on Eighteenth street, above Chesnut, where she was employed. She fell from the third to the first floor, and sustained injuries of a serious character. She was removed to her home, No. 34 South Eighteenth street.

A FALL.—On Tuesday evening Mrs. Shew, while crossing Bridge and Washington streets, slipped on the ice, and dislocated her ankle. She was removed to her home at Tacony.

### THE WORK OF THIEVES.

**Excitement in the Twentieth Ward.**

About half-past 6 o'clock last evening thieves effected an entrance into the dwelling part of the premises northwest corner of Mervine and Jefferson streets, occupied by L. Fillman, grocer. They scaled a shed facing Mervine street, and from it reached the bath-room window, which, unfortunately, was left open. The family at that time were at supper. A son of Mr. Fillman was ordered up stairs to bed, and as he reached the second story he noticed that the apartment was "topsy-turvy." He so notified his parents, but no attention was paid just then to what he had to communicate. Later in the evening Mrs. Fillman, having occasion to go up stairs, was forcibly reminded of what her son said as he was retiring for the night.

The contents of the bureau drawers were found scattered over the floor and the bedding removed from the bed. An alarm was promptly given and a thorough search of the premises made, but the robbers had escaped. As nothing was stolen, it is very evident that the thieves were frightened off at the time the little fellow went to bed. As soon as the facts of the robbery were made known considerable excitement prevailed in the neighborhood.

COAT THIEF.—Edw. Gardner went into the stable of Richard McGee, near the Chesnut Hill Dépot, yesterday, and helped himself to a coat belonging to the hostler. Not satisfied with this, he stole a bridle. Soon after he left the premises the robbery was discovered, and he was followed to a tavern a short distance off, where he was captured. Defendant will have a hearing at the Central Station this afternoon. The stolen property was found in his possession.

STILL ON THE STRIKE.—The laborers employed on the new branch of the Baltimore road, between the junction and Chester, are still on a strike. They number twelve hundred. There has been no further rioting since Wednesday, but the men continue to linger about the scene and thus prevent others from performing the work.

STEALING COAL.—Samuel Benner and Edw. Ginhart were taken into custody yesterday by Policemen Vanderslice and Verrill upon the charge of the theft of coal from the wharf at Beach and Hanover streets. Defendants had a hearing before Alderman Shoemaker and were committed for trial.

ROBBERY.—On Wednesday night thieves effected an entrance into Sharkey's hotel at Aramingo and Huntingdon streets, and robbed the drawer of a small sum of money. They must have been frightened off, as they left behind a lot of silver coin.

DRUG STORE ROBBED.—Last night Simes' drug store, at Twenty-second and Market streets, was entered by thieves, who "jimmied" the front store door. They carried off three glazier's diamonds, several flasks of perfumery, and other articles.

THEFT OF BLANKETS.—Arthur Hughes was arrested last night for the theft of blankets from a house at Fourth and Bainbridge streets. The prisoner was committed for trial.

### LEGAL INTELLIGENCE.

**The Robbins Divorce Case.**

*Court of Common Pleas—Judge Peirce.*

The trial of Robbins vs. Robbins was resumed this morning. The respondent's case having been closed yesterday, the libellant this morning proceeded to offer rebutting testimony. The first witness called was the colored woman, Maria Carey, who was examined in chief, and by her it was proposed to prove that Mr. George W. Fetter was in the house No. 1313 Wood street, and that witness was informed in that house at the time respondent's witnesses said she was not.

Counsel for respondent objected to this, on the ground that if this was relevant at all it was properly evidence in chief, and not to be offered in rebuttal.

The objection was sustained and offer overruled.

A second offer was made to contradict Mr. Fetter as to that part of his testimony wherein he said he never was in that house.

Offer overruled.

It was then offered to prove by this witness that she, like the other servants, as stated by respondent's witnesses, served with Fanny Smith in the day time and lodged with Mrs. Holland, to be followed up by the production of letters to her dated and postmarked in the years 1864 and 1865.

Offer overruled.

It was offered to prove by Mary Chamberlain that she was a resident of 1313 Wood street in 1864 and 1865, and she saw Mr. Fetter there, and that persons other than boarders said that they entered by the back way.

Offer overruled.

Charles C. Knight recalled to rebut the evidence given on behalf of respondent regarding the incidents of the separation; also regarding the interview between Mr. Fetter and Mr. Robbins, at the latter's office; that he was present at Price's, the place named by Lippincott, and that no money whatever was paid to him.

This offer was objected to only inasmuch as it referred to the occurrence at Twentieth and Green streets.

Witness said—I was at Mr. Robbins' place of business when Fetter and Levick called; Mr. Robbins did not shake hands with them and did not say he had never made any charge against Fetter; the latter did not say he had never done Mr. Robbins any wrong, and desired to be put to any manly test; Mr. Robbins told Fetter he had his remedy, and said he was surprised he should come there to talk with an insane man, and Fetter denied having said he was insane; Mr. Robbins then called him a liar; I know a cab-driver named Lippincott; I was in his company at Price's, with Mr. Charles Robbins and Mr. William Robbins; after leaving there, Mr. Charles Robbins and myself went to our store at Second and Vine streets, and Lippincott did not go with us; Lippincott left us at the cigar store opposite Price's no money was given to Lippincott in my presence on that occasion.

Cross-examined—I was then Mr. Robbins' partner, and had been for seven years; I separated from him on the 21st of December, 1870; I have known him intimately ror years, and visited him and his wife frequently.

The case is yet on trial.

PHILADELPHIA STOCK EXCHANGE SALES.

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| | | | | | |
|---|---|---|---|---|---|
| $4000 City 6s, New | 101¾ | 100 sh Cata Prf | 38½ | | |
| $2000 Bel & Del 3d | 84 | 300 | do | b30. | 38⅞ |
| 40 sh Penna R | 60¾ | 100 | do | b60. | 38⅝ |
| 28 | do | 60¾ | 200 | do | b30. |
| 16 sh Cam & A | 116½ | 100 | do | | 38¾ |
| 15 sh Lit Sch R | 43½ | 850 sh Leh Val | | | 60¼ |
| 1 sh Reading R | 49¾ | 100 sh O C & A R | | | 45¾ |
| 200 | do | 49¼ | 5 sh N Penna R | | 45 |

WEDDING AND ENGAGEMENT RINGS of solid 18-karat fine gold. QUALITY WARRANTED. A full assortment of sizes always on hand. FARR & BROTHER, Makers, No. 324 CHESNUT Street, below Fourth.

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In consequence of certain parties representing that their Sofa Beds and Lounges are of my patent, I beg leave to inform the public that my Sofa Bed is for sale only at MOORE & CAMPION'S and ALLEN & BROTHER'S, and at the Manufactory, No. 230 South SECOND Street.

This novel invention is not in the least complicated, having no cords or ropes to pull in order to regulate, or props to keep it up when in the form of a bedstead, which are all very unsafe and liable to get out of repair. The bedstead is formed by turning out the ends, or closing them when the Sofa is wanted.

H. F. HOVER,

No. 230 SOUTH SECOND STREET,

122 tuf2strp PHILADELPHIA.

# THIRD EDITION

## MATTERS AT WASHINGTON.

## The Missing Tennessee.

## Secretary Robeson Hopeful.

## The Alabama Commission.

## The Reciprocity Treaty.

## Executions in Maryland.

## The Hudson River R. R. Disaster.

**Etc., Etc., Etc., Etc., Etc.**

### *FROM WASHINGTON.*

**The Missing Tennessee.**

*Special Despatch to The Evening Telegraph.*

WASHINGTON, Feb. 10.—There is nothing in the way of news at the Navy Department from the Tennessee. The Government has sent instructions to Key West and Havana to despatch vessels to look for the Tennessee. It is not expected that the vessels which have been sent out will be heard from until the 25th.

Relatives of officers of the Tennessee and others on board, from this city, begin to despair of the vessel. Last evening the Secretary of the Navy called upon the wife of Captain Temple to assure her that there was no reason to apprehend danger.

**The New Alabama Commission.**

Senator Morton, at 1 o'clock, will move to go into executive session for the purpose of considering and disposing of the President's special message with regard to the adjustment of the Alabama claims and the fishery question. The trouble is that the best lawyers in the Senate cannot find precedent for the appointment of a commission similar to the one nominated to the Senate.

It is asserted that there is no law for it, and no treaty under which the commissioners can act. Lyman Trumbull and others propose that a special act be passed authorizing the President to appoint commissioners before they are confirmed.

At present there is no law fixing their pay, and no appropriation can be made for the expenses of the commissioners until the law is passed authorizing their appointment. An effort will be made by special friends of the President to confirm the commissioners, notwithstanding this condition of affairs.

**The New Bank Notes.**

The Banking and Currency Committee to-day decided to print notes of the National Banks of all denominations, on new plates, only as fast as the old notes are mutilated and cancelled. No decision has been reached on the question as to whether they shall be printed here or in New York.

The Ways and Means Committee discussed the

**Drawback on Whisky**

exportations bill, but postponed action on it until Tuesday.

Butler's proposition for

**A Reciprocity Treaty**

between the United States and Prince Edward's Island was indefinitely postponed, the message of the President obviating the necessity for further negotiations.

### *FROM THE WEST.*

**Burning of the Howe Sewing Machine Factory —Loss of Life.**

TOLEDO, Feb. 10.—In the sewing machine factory fire at Peru, Indiana, E. P. Loveland, formerly editor of the Miami county *Republican*, perished in the flames, and three others are missing. The loss is estimated at $100,000.

**Kansas Legislature.**

ST. LOUIS, Feb. 10.—A bill passed the lower house of the Kansas Legislature yesterday to allow criminals to testify in their own behalf, and husband and wife to testify for one another in criminal cases.

The amnesty bill was defeated in the Senate, and the only way to reach enfranchisement now is by submitting a constitutional amendment to the people.

**St. Louis Municipal Election.**

ST. LOUIS, Feb. 10.—Elections were held last night in three districts of this county to elect persons to fill vacancies in the radical (or McClurg) County Committee. In one district a liberal was elected, and all the meetings passed resolutions advising harmony and hearty co-operation between the wings of the Republican party.

**Pennsylvania Central Railroad Extension.**

CINCINNATI, Ohio, Feb. 10.—It is currently reported here to-day that the Pennsylvania Central Railroad Company has determined to make a connecting link from near Deerfield via Lebanon to Dayton, by which they will have a through route to Chicago.

### *FROM BALTIMORE.*

**Three Executions in Maryland To-day.**

BALTIMORE, Feb. 10.—Three executions will take place in Maryland to-day at different points. First, that of John Howard, white, alias Evans, alias Lewis, at Cumberland, Md., for the murder of Harry Miller, captain of a canal boat, in August last. Second, John Martin, colored, at Frederick, Md., convicted of rape. Third, Mary Willis, colored, at Upper Marlboro, in Prince George's county, convicted of murder. Howard was twenty-nine years old, a native of Georgia, and removed to the State of New York at an early age. During the war he served in a New York regiment, deserted, and afterwards enlisted in the navy, and was mustered out at the close of the war.

It is also stated that he served a term in Sing Sing Prison, New York, for house-breaking. He has made a confession of the murder of Miller. John Martin was a mulatto, aged twenty-one years, and has been a convict in the Maryland Penitentiary. In October, 1870, he was convicted of rape upon a lady aged eighty-two years, who at the time was in bed by the side of her paralyzed husband, over one hundred years of age. Martin has also confessed his crime.

The colored woman, Mary Willis, was convicted of the murder of an infant by poisoning.

### *FROM NEW YORK.*

**The New Hamburg Accident.**

POUGHKEEPSIE, Feb. 10.—The superintendent at the wreck says it will be impossible to do more than get the grappling under the locomotive to-day, as the flood-tide will drive the laborers from work this afternoon. He thinks all will be ready to raise the engine to-morrow morning. Part of the tender has already been taken out.

**New York Money and Stock Market.**

NEW YORK, Feb. 10.—Stocks very strong. Money easy at 4@6 per cent. Gold, 111⅜. 5-20s, 1862, coupon, 111⅝; do. 1864, do., 110⅝; do. 1865, do. 110¾; do. 1865, new, 109¾; do. 1867, 109¾; do. 1868, 110¾; 10-40s, 110¼; Virginia 6s, new, 61¼; Missouri 6s, 82¼; CantonCo., 73½; Cumberland preferred, 28; New York Central and Hudson River, 95½; Erie, 21½; Reading, 98½; Adams Express, 67½; Michigan Central, 117⅝; Michigan Southern, 94¼; Illinois Central, 133¼; Cleveland and Pittsburg, 103½; Chicago and Rock Island, 106½; Pittsburg and Fort Wayne, 95¾; Western Union Telegraph, 46½.

### *FROM NEW ENGLAND.*

**Premature Blast Explosion.**

CONCORD, Feb. 10.—Five men were badly burned, one fatally, yesterday by the premature explosion of a blast in a ledge on the Sugar River Railroad, near Bradford. The names of the victims are unknown.

# FOURTH EDITION

## MATTERS AT THE CAPITAL.

## The Joint High Commission.

## Members All Confirmed but One.

## Mr. Williams, as a Senator, Not Eligible

## Rank in the Navy.

## Lively Debate in the House.

## Banks, Butler, and Admiral Porter.

## Evening Cable News.

### *FROM EUROPE.*

**How the Joint Commission is Received in London.**

LONDON, Feb. 10.—The *Standard*, in an editorial on the Queen's speech, says the fact of the appointment of a joint commission for the settlement of the Alabama difficulties with the United States would be more interesting to the public if the basis upon which the commission was to operate was known.

**Obituary.**

Henry Millville, an eloquent preacher, and one of the chaplains to the Queen, died yesterday in his seventy-third year.

**The Provisioning of Paris.**

LONDON, Feb. 10.—The German telegraph offices in France have been ordered to transmit French official messages relative to the elections and the provisioning of Paris.

The Prussians have captured a letter from the King of Sweden, expressing the warmest sympathy for France.

**Tunis and Italy.**

LONDON, Feb. 10.—Hussien Bey has left Tunis for Florence, with power to settle the questions at issue between Tunis and Italy.

### *FROM WASHINGTON.*

**The Joint High Commission.**

*Special Despatch to the Evening Telegraph.*

WASHINGTON, Feb. 10.—The Senate has confirmed all the members of the joint high commission to settle the differences with Great Britain except Mr. Williams. The point made on him is that he is a member of the Senate, and that under the statute he cannot be appointed unless he resigns his place in the Senate The debate is still in progress.

**Rank in the Navy.**

The Senate Naval Committee to-day reported a bill to regulate rank in the navy. They have merely reversed the bill as passed by the House and provided for assimilated rank, increased the number of engineers to forty, and made other amendments which will send the bill back to the House.

**Admiral Porter—Lively Debate in the House**

The bill for the restoration of William L. Hanscomb to the position of Chief Naval Constructor was reported from the Naval Committee to-day. A lively debate followed, wherein Banks and Butler attacked Admiral Porter and the bureau officers of the Navy Department. Banks asserted that Hanscomb was but one on a long list of cases where men obnoxious to the officers of the Navy Department had been pursued and hunted down.

He referred to the fact that Admiral Porter had furnished the Naval Committee unasked with testimony to defame the character of Hanscomb.

Mr. Butler made a violent personal assault upon Porter, reviewing his record during the war, and asserting that much of the fame which Porter claims belongs to others. He had no desire to bring Porter before the House; he had brought himself.

The bill was passed by a large majority.

**[The Case of Senator Williams.**

*Despatch to the Associated Press.*

WASHINGTON, Feb. 10.—The debate in executive session to-day involved the eligibility of Senator Williams as commissioner, the Constitution containing a provision that no Senator or Representative shall, during the time for which he was elected, be appointed to any civil office under the authority of the United States which shall have been created or the emoluments increased during such time. It is thought, however, there will be some arrangement by which this objection may be avoided. The other four Commissioners have been confirmed.

### *FROM THE WEST.*

**Northern Ohio Relief Association.**

CLEVELAND, Ohio, Feb. 10.—At a meeting of citizens of this city held last evening the Northern Ohio Relief Association was formed, with Mayor Buhrer president; T. P. Handy, president Merchants' National Bank, treasurer; and L. F. Mellen, secretary, with fifty vice-presidents, distributed among the important towns of Northern Ohio. The object of the organization is for the purpose of soliciting money, grain, and seeds to send to the suffering and impoverished French and Germans in Europe.

### *FROM NEW YORK.*

**The French Relief Fund.**

NEW YORK, Feb. 10.—Dr. Brown Sequard offers the French Relief Committee to repeat in this city the lecture he delivered in Boston for the sufferers in France.

Shakers write from Mount Lebanon, offering fifty barrels of wheat flour, and William Patterson, of Moore street, offers the free use of stores. Large additional subscriptions were received to-day.

### CONGRESS.

**FORTY-FIRST TERM—THIRD SESSION.**

**Senate.**

WASHINGTON, Feb. 10.—Numerous petitions were presented.

Mr. Cragin, from the Naval Committee, reported back with amendments the bill to regulate rank in the navy of the United States, and for other purposes.

Mr. Howard, from the Committee on Pacific Railroad, reported with an amendment the bill to incorporate the Red River Valley, Oklahoma, and Santa Fe Railroad Company.

Mr. Flanagan called up the bill. He said it asked for no land or money subsidy, but simply for right of way through Indian and other territories.

The Senate at a quarter to 1 went into executive session on the subject of the commissioners to adjust the pending questions between the United States and Great Britain.

The bill was partly read, objected to on account of its great length, and laid over.

The Vice-President appointed Mr. Nye, in place of Mr. Stewart, resigned, on the committee on investigation into Southern outrages.

The bill in relation to railroad bridges across the Mississippi river, favorably reported yesterday, was recommitted to Committee on Commerce.

Mr. Fenton submitted an amendment to the Indian appropriation bill, making a small appropriation to pay inquiry or investigation by one or more commissioners, to be appointed by the President, in regard to the occupancy, by lease or otherwise, of the Indian lands at Salamanca, New York, and other points upon the Allegheny reservation in New York. Laid upon the table and ordered to be printed.

Mr. Stewart presented a memorial from the Nevada Legislature for reseal of the duty on quicksilver. Referred to the Committee on Finance.

Mr. Pomeroy, from the Committee on Public Lands, reported, with a slight amendment, the House bill to amend section 25 of the act of July 15, 1870, providing homesteads for officers, soldiers, seamen, and marines of the late war. It allows an additional quarter section of Government land.

Mr. Thayer introduced a joint resolution to make the pay of Civil Engineers in the navy same as that of naval constructors, having same length of service. Referred to the Committee on Naval Affairs.

The Vice-President announced that he had been requested by Pennsylvania Senators to give notice that they would announce the death of their colleague in the House, Mr. Covode, at 3½ o'clock to-day.

Mr. Cole, chairman of the Committee on Appropriations, reported back the House bill making an appropriation of $15,000 for the contingent fund of the House of Representatives. Passed.

Without concluding the business of the morning hour, the Senate at 12:45 went into executive session.

**House of Representatives.**

Mr. Clark, of Texas, presented a telegram from the Governor of that State, with a copy of a joint resolution of the Legislature, asking for Government aid to build the Southern Pacific Railroad.

Mr. Hooper, from the Committee of Ways and Means, reported the bill to authorize the issue and payment by officers of the Treasury of checks under five hundred dollars that have been lost or destroyed. Passed.

Mr. Smith, of Oregon, stated that on the vote on the Income Tax bill yesterday he voted in the affirmative.

Mr. Eldridge stated that he had voted in the negative.

The House proceeded to the consideration of private bills.

Mr. Starkweather, from the same committee, reported a bill to permit William H. Hanscomb, late naval constructor in the navy, to withdraw his resignation, which was accepted on the 5th of January, 1866, and to reinstate him in the office.

The bill was opposed by Messrs. Archer and Sargent on the ground of a corrupt transaction of Hanscomb's in 1866, in connection with his official duties, and which had led to his resignation.

Mr. Starkweather denied that there was any truth in the charge, and said that it was not that charge which had led to Mr. Hanscomb's resignation, but an advice which he had given to the Navy Department at that time in reference to the twenty light draught monitors which were being then built and which he and told Secretary Welles would never float. After that advice his place was made so uncomfortable that he had to resign.

Mr. Banks advocated the bill, and said that the Secretary of the Navy was anxious to have the authority to reinstate Mr. Hanscomb, but he was not satisfied that he had that legal authority.

Mr. Farnsworth remarked that there was no doubt about the legal authority of the Secretary of the Navy in the premises.

Mr. Banks repeated that the Secretary had doubt as to his authority and therefore wanted the action of Congress in the matter. As to the charges against Mr. Hanscomb that were trumped up and sent to the House by Admiral Porter, he declared that Mr. Hanscomb bore as honorable a reputation as any man in Massachusetts, and in the opinion of the people of the country Mr. Hanscomb was as superior in point of reputation to Admiral Porter as the Apostle John was to the traitor Judas. (Laughter.)

Even if the charges against Mr. Hanscomb were true that he had received remuneration for giving men employment in the Charlestown Navy Yard, as they were false as hell, his character would still be better than that of those officers of the navy who had compounded the felony and let him go unpunished. He denounced it as an infamous proceeding on the part of high officials in the Navy Department to come to the House and say that they had detected a man in fraud which should have sent him to the Penitentiary, and had let him go, in order that they might get his place for one of their friends. Referring to the intimidation of naval officers by the department, he said that he had heard within the last two days of scores of naval engineers having said that the Tennessee, now on her way to San Domingo or some other place, was not seaworthy, and that they were unwilling to risk their lives on her.

He did not understand, however, that any engineer of the navy had said to Mr. Wade, or to President Wade, or to Dr. Howe, "If you take voyage on this vessel you do it at the risk of your lives." Why had they not told some of those three hundred souls who had gone no one knew where or how, that if they placed their foot on the Tennessee they were in danger of being lost for ever? Because they were cowed. Because they were in a situation where they could not give their honest opinion. Because if they ran counter to the schemes of the Bureau men (and he did not refer at all to the Secretary of the Navy), they would lose their places and their reputation. So Mr. Hanscomb had run counter to their plans in condemning the twenty light-draft monitors, and he thereby lost his place and his standing in the department.

They rooted Mr. Hanscomb out of his little place in the Charlestown Navy Yard, and by allowing the commerce of the country to be destroyed, they prevented him getting employment in his profession in private ship yards.

Mr. Farnsworth moved to lay the bill on the table. Negatived without a division.

Mr. Sargent made another argument against the bill, and alluded to the indecent hostility manifested by former officers of the army to Admiral Porter. It seemed to him that calling Admiral Porter a Judas Iscariot was but a poor recognition for the great services which he had rendered to the country. That, however, was a matter of taste. As to Hanscomb's innocence of the charge made he challenged explanation of the fact that the notes which Hanscomb had received for the place, which he had given to one Wiggin, were in possession of the Navy Department.

Mr. Hale defended the Navy Department from responsibility for the Tennessee, and threw the responsibility on Congress, which, though notified by Admiral Porter that the navy was worn out and useless, had not made appropriations to renew and maintain the navy.

Mr. Stevens reminded Mr. Hale that the Tennessee was a new vessel, her trip to San Domingo being her first voyage.

Mr. Banks remarked that he had sustained appropriations for the navy.

Mr. Farnsworth was reminded by the attack on Admiral Porter of the truth of the remarks of Mr. Justice Dogberry that "comparisons are odious." It was vain for gentlemen to attempt to traduce the fame which Admiral Porter had won.

Mr. Banks—In his correspondence?

Mr. Farnsworth's—Comparisons are odious, says Mr. Justice Dogberry.

Mr. Banks—Is that the authority of the gentleman from Illinois. (Loud laughter.)

Mr. Farnsworth said Admiral Porter has made a record which will last forever, while the records of some gentlemen who make comparisons they should wish not to have forever.

Mr. Butler, of Massachusetts, closed the discussion in a speech in which he was very severe on Admiral Porter. Little of what he said, however, reached the reporters in intelligible shape, as the members gathered around Mr. Butler and intercepted sight and sound. He said he had long since learned the wisdom of the maxim, "*De mortuis nil nisi Bonum*," and if Admiral Por